

**EDMONTON TRANSIT SYSTEM ADVISORY BOARD**  
**MEETING #2, FEBRUARY 27, 2012**  
**HERITAGE ROOM, CITY HALL**

**PRESENT:** Vaughan Hoy, May Lin, Jonathan Reay, John Hayes, John Vandenbeld, Leanne Landry, Christopher Dulaba, Bruce Robertson, Brian Marcotte, Stu Litwinowich (ATU 569)

**REGRETS:** Ryan Orchard, Gordon Smith, Izak Roux

**ETS AND CITY STAFF:** Marilyn Hussey (Community Services), B. Gibson (EIDOS), P. Spearey (EIDOS), A. Gregory (ETS Service Development), E. Afsar (Transportation Services), Dennis Nowicki (Director of Community Relations), Vicki Luxton (Recording Secretary)

**1. CALL TO ORDER**

- V. Hoy called the meeting to order at 5:30 pm.

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

- **Highlights:**
  - The objective of this work is to advance the work of the Capital City Downtown Plan in terms of making the area around Churchill Square, the Precinct, lively, engaging, all season, and a winter ready place to enjoy a vital downtown.
  - North on 104 Avenue and South to 101 A Avenue which includes 99 Street to 100 Street and includes all the building spaces which includes the landscape and sidewalks or the public realm.
  - Today we are asking advice as to how this space can be a successful public place and what design criteria, programming and elements should we provide.
  - What is the governance of this space and who decides what actually goes on here?
  - Characteristics that define a successful public place:
    - ❖ Defined accesses and linkages.
    - ❖ Comfortable and have an image.
    - ❖ Provides relaxation and fun for all ages.
    - ❖ They have sociability and are welcoming.
  - How do we encourage you to this space?
    - ❖ Some of the models we have looked at:
      - Design by Pioneer Square in Portland, and design elements that are successful there.
      - We know the value of public markets, activity and positive vital signs of a neighbourhood in the Downtown area need to have.
  - How do you see this space? Is it the heart of Downtown or is it somewhere else? What is the most important function of this area, what challenges should we consider, and what is the overall vision of this space?

- Kasian Architect from Edmonton, with assistance from GH3 from Toronto and Gehl Architects from Copenhagen are working with the Precinct Committee.
- Looking at a Public Open House in mid April.
- Open Discussion and Questions:
  - (BM) *What is the background of the Centennial Plaza?*
    - ❖ The opportunity for the Precinct Plan is the re-skinning of the library and how it affects the space behind the Library.
    - ❖ It also provides us with that link into the river valley on 99 Street and 100 Street.
  - (BM) *Are they thinking of moving the Library?*
    - ❖ Not to my knowledge, no.
  - (LL) *There is City Hall, Churchill Square and the Library, and other than updating the Library, what is the whole purpose of the Precinct?*
    - ❖ To improve the pedestrian spaces with signage elements, lighting, and planters to identify the Precinct.
    - ❖ Addressing mobility around Centennial Plaza and Churchill Square where there are many stairs.
    - ❖ Looking at options to how we hold festivals so to maintain some public space that is available for casual use while we are hosting the many visitors for the festivals.
    - ❖ It is important to have a plan in place to address the micro climate on 100 Street or 103 A Avenue by improvements at the pedestrian level such as a colonnade or an arcade, or more trees and street furniture.
    - ❖ Other improvements are coming forward on Jasper Avenue, the Citadel, Winspear, and Oxford properties.
  - (LL) *Is there a budget in place?*
    - ❖ No, just a budget for the plan itself, but not for any of the implementation.
  - (CD) *Consideration of crowd control and ensuring the programming of the space in Churchill Square and the periphery takes into consideration that movement of large crowds out of Churchill Station and 102 Avenue station.*
  - (JV) *The LRT line on 102 Avenue is at-grade, with this redevelopment you want to increase the pedestrian traffic on the Precinct, what sort of safety mitigations are there in place to contact with the at-grade of the LRT?*
    - ❖ Detail design will address the safety issues around this project.
  - (LL) *Commented that tents are being put up and then taken down like a make work project for the different festivals. A more permanent structure in Churchill Square would be helpful.*
    - ❖ The original design was suppose to be flexible but there are so many different designs of each festival.
  - (BR) *Is there going to be limits to the number of festivals being held in this space to make it a relaxing space for people?*
    - ❖ What are the major assets of this space that are very integral to it, what are the positives about it? (BR) *At the old Churchill Square there were far fewer festivals there at that time so you could enjoy that square as a square.*
    - ❖ (JH) *Commented that the winter aspect of the square needs to be*

*considerably different than the summer aspect of the square. There is an advantage of having tents and structures in the square all winter because it is a wind swept block of concrete in the winter. In the summer it can be quite a pleasant place and reserved for a square for the summer with fewer festivals in the summer and more in the winter.*

- The Zumba and movies on the square have been successful events.
- We are looking for a venue for an Open House in April for comment on the plan and late spring for Council to address it.

### **3. JASPER AVENUE CONSTRUCTION DESIGN AND CONCEPT PLAN (B. GIBSON AND P. SPEAREY)**

- Highlights:
  - Working on complete new streetscaping on Jasper Avenue between 100 and 102 Streets as well as on top of the Central LRT station.
  - The overall City large scale vision of Jasper Avenue extends from 97 Street to 111 Street.
  - In staging the work a number of options have been considered:
    - ❖ Closing Jasper Avenue between 100 and 102 Streets.
    - ❖ To do the north side of Jasper Avenue in 2012 and then switch to the south side in 2013 which will allow traffic to keep flowing.
  - The tender drawings are being submitted today and secondly the drawings are outdated in terms of the detailed concepts because of the quick advancement through the detailed designs.
  - A real key component of Jasper Avenue's new vision was to rebalance the model split between vehicles and pedestrians with the overall goal of widening the sidewalk and rebalancing travel lanes to increase pedestrian activity with the streetscape.
  - The existing streetscape is of some vintage and while it has held up very well it is certainly showing signs of age.
  - The overall key constraints presented:
    - ❖ Central LRT station and the adjacent pedway.
    - ❖ Provision of transit zones and those spaces with very specific requirements provided by ETS.
    - ❖ Three LRT entrances and pedways.
    - ❖ A number of building entrances which funnel a lot of people on and off Jasper Avenue.
    - ❖ Rice Howard Way providing north/south access across Jasper Avenue.
  - Concept in a series of sections or zones:
    - ❖ Pedestrian zone – close to the building in an unimpeded manner
    - ❖ Furnishing zone – between the building face and the curb where furnishings and landscape elements are displayed.
    - ❖ Curb zone – medial adjacent to the curb provides set backs in terms of cars and snow cleaning.
    - ❖ Transit zones – keep those free of furnishings given the need to accommodate the unloading of buses.
  - Materials being used:
    - ❖ Granite curbs
    - ❖ Large pavers
    - ❖ LED and fibre optic lighting

- ❖ Granite benches with under bench fibre optic lighting systems
- ❖ Bicycle racks
- ❖ Regulatory sign system
- ❖ Poster kiosks
- Open Discussion and Questions:
  - (JV) *Are dedicated bicycle lanes or bus lanes part of your streetscape vision? You are planning to take the road away and turn it into sidewalk for pedestrians?*
    - ❖ The curb lane is wider and provides more space.
  - (BR) *Does this project include the timing for pedestrian link crossings so you can actually walk more than one block at a time?*
    - ❖ This can be dealt with through the management piece of this project. You do not actually have that timing in the beginning, you are putting all this effort into beautifying and making more space for pedestrians but you are actually not making it easier for pedestrians to move through the environment. You are still putting the car first.
    - ❖ We are working with the traffic signal city staff in terms of replacing the existing signals on Rice Howard Way and this is something to look at.
  - (BM) *You are removing the parking along Jasper Avenue; the assumption is the same concept is locked in all the way through to 111 Street? Has your consultation with others along Jasper Avenue approached that issue?*
    - ❖ There will still be parking in off peak reducing traffic to a single lane in each direction with one turn lane.
  - (JV) *Right now Jasper Avenue has seven lanes, with off peak parking which will allow one lane east and west, do you think this is feasible?*
    - ❖ The Planning Department looked at what the Jasper Avenue's new vision would be in twenty-five to thirty years and that was the reduction of the use of vehicles on Jasper Avenue to make it more pedestrian friendly.
    - ❖ The idea is to reduce the amount of vehicles that are using Jasper Avenue and make it more pedestrian friendly from 97 Street to 111 Street.
  - (JH) *Why are the Quarters not included in the Jasper Avenue new vision?*
    - ❖ The Planning Department states that the limits of the Quarters would also incorporate the requirements being done for Jasper Avenue as well.
  - (JH) *Does the City have any over idea where the east/west traffic that exists now, where it is going to go?*
    - ❖ This is a question that cannot be answered.
  - ETSAB members commented that reducing the travel lanes down Jasper Avenue during off peak was not a good idea due to the heavy traffic down Jasper Avenue.
  - (JH) *No one has talked about the façade of the buildings that are not publicly owned such as banks and insurance companies. Is there any appetite for recommending a by-law review so that those kinds of businesses either can't or have more difficulty being a frontage on what we want as a public street? Move them to areas where we don't care about the pedestrian aspect.*
    - ❖ This has been mentioned several times in the new vision but not sure if it

goes beyond identifying it as a real issue.

- (BR) *Do the granite curbs and pavers require any special maintenance? Fully custom light poles, etc, are they going to be made locally? Have you done studies that this infrastructure will last a long time like it has since the 70's?*
  - ❖ The granite curbs are not widely used in Edmonton but they are widely used in other places in Canada and wear very well.
  - ❖ We would welcome the opportunity to have these poles made by a local manufacturer.
  - ❖ The sidewalk pavers are 12 x 12 or 12 x 24 and sit on structural concrete flat and the chance of them moving is negligible. They fit tightly to each other and minimize friction with a textured surface with a change in color from the 12 x 12 and the 12 x 24 for the visual impairment.
  - ❖ All of our furniture is stainless steel which will stand up to abuse. Our benches are single posts so you can shovel into and underneath them easily.

#### **4. JASPER AVENUE CONSTRUCTION BUS DETOURS (A. GREGORY)**

- Highlights:
  - A. Gregory went through the Jasper Avenue detours that are required during Jasper Avenue and Central Station construction.
  - There will be various lane closures along Jasper Avenue with open excavation and heavy equipment in the area.
  - There will be narrower sidewalks and reduced pedestrian access.
  - We will be detouring from Jasper Avenue to 102 Avenue where we have long bus stops and opportunities to make transfers.
  - We are adding additional travel time to some routes during peak hours.
  - These detours will begin Saturday, April 7<sup>th</sup>.
- Questions:
  - (LL) *Is this a two year project?*
    - ❖ Yes and the construction will wrap up in late fall and up to four months where Jasper Avenue will be back to four lanes in each direction.
    - ❖ We are still looking at whether we change our routes back for the winter or keep the detours. Still doing cost and impact analysis on that.
  - (JH) *Did you shorten any turnarounds as it looked like you extended them all? Since you shortened a couple have you analyzed if there are any routes that normally cross a transfer point that don't.*
    - ❖ Yes, route 308 is shorter so all passengers transferring from this route now have to get off and walk an extra block and take route 9. Communication plans are being looked at on a route to route basis.
  - (VH) *Is any of the signal timing going to be changing during this period?*
    - ❖ Yes, we are identifying some of the big turning movements especially left turns on and off of Jasper Avenue and 103 Street, routes 1 and 2. The proposal is left turning phase to go north as well as going west to south.

#### **5. 102 AVENUE LRT CORRIDOR PRESENTATION (E. AFSAR)**

- Highlights:
  - The corridor was approved by City Council on February 15, 2012. What is

- the final corridor approved and where are we proceeding with it.
- There is no longer a specific downtown LRT portion; it is now part of the Southeast and West project.
  - It goes from Lewis Estates in the West to Mill Woods in the Southeast.
  - This line is under preliminary engineering.
  - The Downtown LRT portion from Grant MacEwan or 107 Street off of 104 Avenue then east/west down 102 Avenue to the Quarters where it then descends into the portal/tunnel.
  - Starting on the west side of Downtown, 107 Street is the new line which is the low floor at grade system.
  - Reducing north bound traffic from 103 Avenue to 104 Avenue.
  - Continuing south along 107 Street the LRT would turn onto 102 Avenue and be on the north side of the road and along 102 Avenue there are several bicycle lanes and one lane of traffic east bound as well as areas for parking.
  - **107 Street south of 102 Avenue** - accommodation was made for a downtown circulator but in the meantime it is an extension of the track south to allow for some flexibility in operations at peak periods or special events where you need to have a turnaround or an additional vehicle.
  - In the downtown there are five proposed stops:
  - **107 Street (on-street or diagonal option)**
    - ❖ **105/106 Street.**
    - ❖ **Centre West.**
    - ❖ **Churchill Stop.** At Churchill Square this would be interchange point with the existing underground system and will be coordinated with the Precinct proposal. One lane east bound with the platforms on the north side with the two directional bicycle lanes. The bicycle lane would continue north and south on 99 Street and the tracks would continue east/west into the Quarters area. The interchange to the existing underground system would be escalators to lead down to the concourse of the existing underground system. Pedestrians would cross the at-grade crossings here to access the interchange.
    - ❖ **The Quarters Section** – Council directed us in June to go back and do more consultation on the communities in the Quarters and the 107 Street stop with Grant MacEwan. The 102 surface options came out most favorable over the other areas that were evaluated. What was heard from the community was they wanted to maintain access in front of the buildings primarily on the north side so this has been accommodated by the west bound lane and moving the tracks to the south side. The station is at grade west of 96 Street with the portal descent just east of 96 Street to the underground. There is a slight narrowing of the tunnel to allow for a mid block crossing with less impact to the buildings on the south-side of 102. It was important for the community to have parking and emergency vehicle access and this has been accommodated.
    - ❖ **107 Street Diagonal Option.** This option requires property purchase and the development of the station on the diagonal. What this option allows for is redevelopment of the infrastructure around the station (more TOD opportunities). Grant MacEwan and Norquest College are both keen on this idea. This will be taken forward in preliminary engineering once we get to the place of actual construction. It would be

a requirement that the colleges come forward with their financial contribution and a real plan to go forward in the development of this option.

- Open Discussion and Questions:

- (VH) What is the grade as the alignment goes into the portal? Looking at design at 4 per cent.
- (LL) At the Churchill station are you going to keep the existing entrance on the west side? That will remain to the pedway and to the underground. The new interchange would be additional to City Hall.
- (JH) In several instances you indicated there will be parking on 102 Avenue and three or four lane of traffic will be taken out but I do not understand why the parking is being left in? That came out of talking with the stakeholders and their strong desire to have parking remain in this corridor.
- (JH) Where is the City moving the east/west traffic once Jasper Avenue is narrowed and one section of 102 Avenue is east bound only and a second section is now west bound only? There is going to be an increase in terms of people capacity and hopefully people making other choices to take LRT, and transit into the core areas. People capacity will increase on 102 Avenue with the LRT and in terms of traffic it will be shifted to other corridors – 104, 103, Jasper and 100<sup>th</sup>. It is a grid system in downtown and traffic will be dispersed to other east/west and north/south routes. It is a grid system for part of the downtown but over the last forty years the City has closed four east/west avenues between 101 Street and 97 Street. That will now leave Jasper Avenue and 104 Avenue.
- (JH) On the Churchill Station if you look at the cut away graphic why not put a direct access escalator at the end of the platform down into Churchill Station from the east bound train platform. Therefore pedestrians will not have to use a crosswalk or walk across rail traffic which is a significant safety factor for the pedestrians. Also it is the main transfer point in the whole LRT system where five lines come together. Are you going to have people walk across the train tracks? We are having a meeting with the precinct planning committee and will discuss this at that time.

## 6. AGENDA REVIEW

- The following additions were made to the agenda:

---

MOVED: J. Vandenbeld/C. Dulaba to add the item “ETSAB and Administration By-law Review Summary Content to City Clerk’s Office Report” to the agenda between items # 7 and # 8. The other items on the agenda following this item would be deferred until after the discussion of this summation extending the meeting by thirty minutes. **CARRIED.**

---

Amended  
Agenda  
Approved

## 7. REVIEW OF JANUARY 30, 2012 MEETING MINUTES

---

MOVED: by J. Vandenbeld/M. Lin to approve the January 30, 2012 minutes.

**CARRIED**

---

Minutes  
Approved

## **8. ETSAB AND ADMINISTRATION BY-LAW REVIEW SUMMARY**

- *Highlights:*
  - A meeting was held on Thursday, February 23, 2012 with nine members attending. The executive summary was worked through with a unanimous feeling from ETSAB members and administration that the tone coming through on the executive summary was not necessarily voiced in the room that day.
  - Both ETSAB and administration were asked to draft a summation of a couple of paragraphs to go back to the City Clerk's Office that would outline a joint comment on the advisory board review.
  - After the members discussed this item, the summation was revised into a final draft which would go to the City Clerk's Office.
  - A suggestion was brought forward that this summation be the 'Topic of the Night'.
  - Next step would be to talk about a potential consultant at the next meeting. In the mean time ETSAB and administration will wait for Council's direction on this Advisory Board Review when this item is brought forward to Council later in March.

---

MOVED: by J. Vandenberg/J. Hayes to have the contents of the final draft of the ETS and administration Advisory Board Review summary as the 'Topic of the Night' as well as a separate item submitted to the City Clerk's Office.

Motion  
Approved

**CARRIED**

---

## **9. MANAGER'S REPORT (D. NOWICKI)**

- *Highlights:*
  - D. Nowicki will be asking members at the next meeting for their determination on whether a ETSAB member would attend the Annual CUTA Conference to be held in Victoria from May 26<sup>th</sup> to 30<sup>th</sup> or the other option of Quebec City from November 10 to 14<sup>th</sup>, 2012.

## **10. TRANSIT REVIEW (V. HOY)**

- *Highlights:*
  - V. Hoy was extended an invitation in January from B. Boutilier's office regarding a request from Council to pull together a group of people to do a macro review of transit service. Due to the routes and LRT planning it was time to have a review of 'How are we doing? are we living up to some of the new strategic plans being put in place?
  - A meeting was held on Friday, February 3<sup>rd</sup> with Councillors Sohi and Iveson, City Manager, S. Farbrother, B. Boutilier, M.A. McConnell-Boehm, and B. Latte.
  - The discussion focused on thirty elements that B. Boutilier identified as most important.
  - There is a memorandum 'draft scope of review public transit in Edmonton' document that came out that V. Hoy will email to all members.
  - This item should be placed on our agenda as a regular item as the scope of this project is five months, and ETSAB is an invited party to this process.
  - A review is not an exercise in deciding the need or value of public transit but is intended to determine the best model, structure, and processes for the



- operation of public transit in Edmonton.
- There is not enough time or manpower to look at all of the items that were on the list so what was done was draw out of that what were the most useful macro buckets to look at.
- Fares, operations, finance, customers, connections to City strategic plans, integration, and logistics are the chosen big bucket items.
- Not every meeting will include all the currently invited participants.
- It is a global vision of transit and from time to time V. Hoy may be asking another member to attend these meetings with him.
- At the end of summer or beginning of fall there is a mandate to bring this back to Council.
- V. Hoy made comments about bench marking and connections to the larger regional planning and the other municipalities and this item was picked for an item to be discussed.

## **11. ETSAB PRIORITY PROJECTS FOR 2012**

- Marketing Standing Committee (J. Vandenbeld)
- Transit Planning Sub-Committee (C. Dulaba)
- Transit Centres and Amenities (J. Hayes)
- Low Income Transit Pass(J. Vandenbeld)
- Bylaw and Mandate Review (V. Hoy)

---

MOVED: by J. Hayes/J. Vandenbeld to table the ETSAB Priority Projects for 2012 until the next meeting on March 26, 2012.

**CARRIED**

---

## **12. INFORMATION SECTION**

- ATU 569 Report (S. Litwinowich)
  - S. Litwinowich is a trustee on the Edmonton Charitable Assistance Fund (ECAF) Board. The civic employees of Edmonton since 1943 have donated over \$31 million to Edmontonians. Sixty percent is charitable and forty percent is bursaries. Union ATU 569's plan is to do a bus wrap with ECAF on it and capsule all the charities ATU 569 belongs to.
  - Coin tubes are being tested at the present time to help with fare evasion.
  - There is still a number of assaults happening to operators such as being spit on and threatened with knives. The assaults are system wide but there are hot spots. Route 8 is one of those hot spots, as this route goes from one side of town to the other. S. Litwinowich is working on these issues.
  - Bargaining is over on three collective agreements for three years: main agreement on the regular LRT and bus fleet, para transit and DATS agreement as well as St. Albert's agreement. There is interest from operators in Fort McMurray and Sherwood Park to join ATU 569.
- Update on February 13<sup>th</sup> TIC Luncheon (V. Hoy)
  - This luncheon was one of the best luncheons ETSAB members have had

with TIC members. There was frank discussion around the table without giving the members advice. Good discussion on the three topics that were put forward, one being a query about being more involved with regional transit authority.

- Motion to approve all ETSAB Meeting Dates (V. Hoy)

---

MOVED: by J. Hayes/C. Dulaba to approve the following meeting dates for ETSAB's meetings in 2012. **CARRIED**

---

- March 26, 2012
- April 30, 2012
- May 28, 2012
- June 25, 2012
- July 30, 2012
- August 27, 2012
- September 24, 2012
- October 29, 2012
- November 26, 2012

10. **TOPIC(S) OF THE NIGHT**

- ETSAB and Administration Advisory Board Review Summary content.

---

MOVED: by S. Litwinowich/L. Landry to adjourn the February 27, 2012 ETSAB Meeting at 8:35 p.m. **CARRIED**

---

**Next meeting: Monday, March 26, 2012 in the Heritage Room, City Hall**