

EDMONTON TRANSIT SYSTEM ADVISORY BOARD
MEETING #10, NOVEMBER 28, 2011
HERITAGE ROOM, CITY HALL

PRESENT: Leanne Landry, Brian Marcotte, John Doucette, John Vandenberg, John Hayes, Ryan Orchard, Christopher Dulaba, Bruce Robertson, Vaughan Hoy, Elizabeth Johnston

ABSENT: Masood Makarechian, Gordon Smith, Stu Litwinowich

ETS AND CITY STAFF: Dave Geake (Director of Light Rail Transit), Dennis Nowicki (Director of Community Relations), Vicki Luxton (Recording Secretary)

1. CALL TO ORDER

- V. Hoy called the meeting to order at 17:40 hr.

2. LRT CONSTRUCTION UPDATE (D. GEAKE)

- A presentation titled LRT Section Update was given to the Board members in attendance. The power presentation is attached to these minutes.
 - Questions/Answers
 - ❖ (LL) *When is the plan to run the five car trains? We will be running five car trains in April because we have to lengthen the headway between the cars from five minutes to eight minutes. From Century Park to the Clareview area we would need 18 cars to fill that out to a five car train and we do not have enough cars. In 2017-18, depending upon the growth in the system, we expect we will need additional cars to run five car trains.*
 - ❖ (JD) *The NAIT line will run down to Health Sciences and will not extend beyond Health Sciences and why is that? It depends on how many cars you can run past University Avenue and 76 Avenue and still allows traffic to go through. All of the downtown stations from Churchill through Health Sciences where you can opt to get on the train either way and if you are coming from the South you can transfer at Health Sciences Station.*
 - ❖ (JV) *You are constructing a heated area in Health Sciences Centre. Have you looked into a similar type area at Stadium Station? The heated area at Health Sciences is part of that pedway at the top of the stairs and then down to the platform and at Stadium there is a area on the platform with heaters. With the five car train the headway is eight minutes and with the three car train the headway is five minutes, correct? Yes, but when the ridership warrants it we can have five car trains from Century Park to Clareview operating on five minute headway.*
 - ❖ (BR) *Where is the retrofitting being done on the old cars? That work is being done in Kanona, New York State, south of Rochester. That is a plant that Bombardier has. When we put the contract out for tender and Bombardier won the contract which included trucking them to Kanona, doing the repair and trucking them back. That has been part of the*

challenge as we have to restrict the number of the vehicles that we can allow to be away at any one time. We agreed we would allow three away into the plant - in various stages of retrofit and one coming back to be commissioned to be put back into service or we are stripping one ready for shipment. So when a retrofitted vehicle is shipped we give them an old one to pick up and keep the cycle working. We are getting good quality work from them.

- ❖ *(JD) You mentioned there was a failure to the Stadium platform; I assume that was not in the expected life of the platform? We knew that we had some corrosion on the top part of the platform in the areas where it is exposed because you apply salt to try and cut down icing. We thought we just had a topping problem so when we went out and investigated further we actually found that the underside of the beam had also corroded. The beams are like a hollow beam that has been laid across for the platform. We did not have an access underneath the centre part where we could actually inspect along the bottom side of these beams. We cut one in there now and accessed it and confirmed that some part of that bottom beam is corroded out as well. We have them covered in plywood at the moment and shored areas where it might collapse from deterioration, so it is safe. Have you solved the cause itself so once it has been repaired it will not corrode again? I think it will be a similar type of beam that we will put back in and I do not know yet because we have not gotten to the design portion but we will also try to put in a special coating like we did on the platform at Coliseum which is something they are using in parkades to try and counteract the same kind of effect.*
- ❖ *(JH) Coming south on the northeast line transferring over onto the NAIT line, do you have plans in place for that being a serious issue at Churchill especially after the NAIT line has been extended? Yes, that will become a major transfer point between the surface line and the NAIT line. If you do have a stadium or if you have a new arena in the downtown which connects to Grant MacEwan station then there maybe a lot of transferring back and forth, but again what we have found is that people will also adapt. When riders are having trouble getting on the train coming north to go to the football game people are getting on going south riding around. I think what will happen is slowly people will learn to ride up a couple of stations and walk across the platform and spread themselves out to be able to get on to go south. Churchill is going to be the major point where all five lines meet, so maybe the station could be retrofitted to hold more people? There is not much you can do as you cannot lengthen it because you have a crossover at each end of the station. You cannot widen it, because you are limited by the clearance to move the train against the wall. If it gets to be a major issue then we see controlling the people down to the platform. People get quite creative in modifying their behaviour, to move up a station to the Bay or Corona which is only a couple minutes ride up and get on another train going north.*
- ❖ *(BM) The Southeast line is going to incorporate low floor cars and the staging of this line is premised on going far enough to the low floor LRT*

maintenance facility so that opens up the question of whether or not you can handle any of the low floor LRT cars in your current maintenance facility? DL MacDonald's capacity is 60 to store and if we fill in every nook and cranny we can fit 84 cars in and with the 20 cars for NAIT are already 10 cars over capacity. Even if we get more high floor cars we are going to have to look for another service and light maintenance facility, probably the old Cromdale site is one possibility. The cars themselves are going to be very different. All the equipment instead of being underneath the floor of the car is now on the roof of the car, so your access for maintenance and repair has to be at all three levels which is a raised gantry level to get at the roof, plus being able to access the car as well as underneath at the running gear. The length of the cars will probably be somewhere in the order of 42 to 45 metres whereas our current cars are 25 metres. So getting a pit and space long enough to being able to access the full length of the car would be a challenge. We have no physical connection between the surface line and DL MacDonald. You may be able to dismount some trucks and use the under floor wheel lathe at DL MacDonald to be able to retrofire the wheels which is not a very effective way to deal with your truck maintenance. It ties up that car for an extended period of time. We really do need that new facility. The plan was to put it in on the north side of Whitemud and east side of 75th across from where the big tanks are. There is a plot of land that would be large enough to put the centre in. It would have to be large enough to handle about 50 to 60 low floor cars to be able to service the full length.

- ❖ *(LL) Once the NAIT line is up and running, the Northeast line runs every five minutes at rush hour, does the NAIT line run every five minutes? Ultimately it will, but initially it will not as we do not have enough cars to run all five cars but if we ran two car trains, it would run on a five minute frequency. The plan is to run a base service of four three car trains and then insert two additional trains with two three car trains to service during peak hours. That leaves us two slots shy for being able to run a full five minute service on the NAIT line.*
- ❖ *(BM) Ultimately you are going to run five car trains and can you run as low as two minute frequencies? Not on the extremities but in the downtown portion we will be able to run on two and one-half minute headway. For a full five minute service to NAIT you would have eight trains and then you would have on an hourly basis 24 trains. What is the capacity of the trains? Each car we would be designed for 165 but a crushed load for a football game would be closer to 220. For a train you could get close to 1000 to 1200 per train.*
- ❖ *(JH) Is the periphery limited largely because of the interaction with traffic rather than the capacity of the line? Yes, with the Northeast line we might get away with a slightly tighter headway, but certainly down south especially 83 Avenue especially in peak hour the crossing would never be open.*
- ❖ *(BM) A couple of days ago I was walking the dog and I live near the Stadium LRT Station and just west of the Stadium station on 92nd Street there was a fire truck attending a fire in the area and the fire truck was*

coming south on 92 Street and two fire trucks were waiting for the train to clear. I thought there should have been some sort of system in place for the driver of the LRT been alerted to stop the train to let the fire trucks go through. Is there such a system in place? On the existing line because we have preemption, as long as we are sitting on that approach circuit for the crossing, the crossing gates are activated. It is faster if you allow the trains to go through and clear the intersection and then continue on your way. On 92nd I guess you could go round the end if the train came to a stop but that is not true of all cases, particularly where you have a median and you are able to isolate those particular lanes and you have no where to go. Our practice, our policy and our agreement with the emergency services, ambulance and also the police, let us get through and clear as that is your fastest way to get through the intersection safely. In some cases such as 66 Street is bad because your sight line is coming up onto that particular intersection or you are coming out of the tunnel on the one side so we have had people go around the gates thinking the train as gone when in fact the second train may be coming. (BR) Is there a signal priority if there is an emergency vehicle there? No, we do not have a link with their system. Typically what they will do is opt for an alternate route, so they know that the corridor is busy so if they can find another route to get to their location they will use another route.

3. AGENDA REVIEW

MOVED: by B. Robertson/L. Landry to approve the November 28, 2011 agenda.
CARRIED

Agenda
Approved

4. REVIEW OF OCTOBER 24, 2011 MEETING MINUTES

MOVED: by J. Vandenberg/J. Doucette to approve the October 24, 2011 minutes.
CARRIED

Minutes
Approved

5. MANAGER’S REPORT (D. NOWICKI)

• Highlights:

- D. Nowicki circulated the Transit Bylaw 15889 to all ETSAB members. Council approved this bylaw at their meeting on November 22, 2011. It takes effect on January 1, 2012. A meeting will be held with Safety and Security people about how to communicate the main changes to this bylaw. A positive aspect to this is there is some clarity and relaxation on the food and drinks in containers. The discretion is still up to the operator or motorman when it comes to the container.
- Mercury Opera at the Bay/Enterprise Square Station on Friday, November 25, 2011. It was astounding event with at least 200 people on the platform.
- Youth Council – Charter Train Dance Party, November 26, 2011.
- Customer Service Centre Storefront – work to commence early January, 2012.
- Stuff-a-Bus campaign runs from December 1st – 3rd, 2011.
- Donate-a-Ride kickoff at garages is in the early morning hours of December

15th. The media launch is December 30th, and this year's theme is ATU's 100th anniversary.

- Free New Year's Eve service is December 31, 2011 from 18:00 to 03:30 h.
- Budget Public Hearing is November 23rd and Council will start their review on November 25th leading off with the capital budget items.
- Reminder that December 12th is the ETSAB year end social at Kids in the Hall. We have been advised of the three new members appointed to the Board. We will extend an invitation to the social to our new appointed members.

- **Questions/Answers**

- *The report on Page 4 of the Manager's Report – Bus Service to the International Airport, did City Council make a recommendation? It was approved as part of the budget and now it will need to be dealt with as part of the budget.*

6. TASK GROUP PRESENTATIONS

- *Bylaw and Mandate Review Task Group (V. Hoy)*

- D. Nowicki gave the members a quick update on the Bylaw Review developments. The City Clerk's office and the Consultant met with administration on November 18, 2011. The consultant and V. Gunderson indicated that they will be putting a report together with the two views received from the ETSAB members and from administration.

- *Marketing Standing Committee (J. Vandenbeld)*

- No update at this time.

- *Fare Policy Task Review Group (L. Landry)*

- This group talked about disbanding this task group and decided this should be done after the budget deliberations.
- D. Nowicki commented that in discussions Smart Card is talked about consistently and although it is an unfunded package there is potential for life if Council is continuing to talk about Smart Card. If Smart Card gets approved then there could be some different work on the horizon for this task group.

- *2012 Budget Presentation to City Council (V. Hoy)*

- V. Hoy gave a brief update on his presentation to City Council and it was received very well and favourably. There were a number of questions from Council directed at the different presenters.

7. INFORMATION SECTION

- *DAG Report (E. Johnston)*

- DAG is looking to update their terms of reference.

- *ATU 569 Report (S. Litwinowich)*

- No Report.

- *CUTA REPORT (J. Vandenbeld)*

- J. Vandenbeld had the honour of representing ETSAB at CUTA in Toronto, Ontario. There were transit professionals and several consultants attending from Canada and the U.S. There were about 450 delegates that attended in

particular from Toronto, Ontario and other smaller communities that do not have transit but want to move in that direction. There was a very interesting cross section of people. The conference consisted of a large trade show which allowed J. Vandenberg to see some companies that are providing ETS with products. There were four things that J. Vandenberg took out of this experience:

- 1) The trend in transit systems, especially those of regions that encompass more than one municipality, involve the different municipalities in a coordinated effort. J. Vandenberg thinks it is time for Edmonton to look at transit from a Capital Region perspective and not just an Edmonton Transit perspective. The TCC and the City of Toronto have done a lot of interesting work in this regard and J. Vandenberg thinks it is useful model for Edmonton.
 - 2) Toronto has a dedicated team of people where all they do is monitor the Twitter accounts for transit. More and more people are using Twitter than the other social media. That is an interesting, useful and efficient way to engage a large number of people and make transit a more attractive experience. J. Vandenberg would encourage ETS to look at this especially in the light of 311 costs. Some of the money dedicated to 311 could be instead reallocated to Twitter.
 - 3) ETS is behind in terms of Smart Bus and Smart Card technologies.
 - 4) Also a two pronged point, there was a very interesting closing keynote speaker Mayor Nenshi from Calgary and Mayor Hazel McCallion from Mississauga. J. Vandenberg talked to a number of people who agreed there are unique opportunities for transits in terms of politicians seeming to be interested in spending money on capital transit initiatives. J. Vandenberg thinks it is important to strike when the iron is hot as Alberta politicians are more receptive and would encourage ETSAB as a board and ETS as a system to avail them of that enthusiasm and move forward. And the second thing is that in a very real sense transit is a social service, it is not just about moving people on maps, it is contributing to the quality of life for individuals in the community and more of a people business. J. Vandenberg wonders if organization-wise transit might not be more appropriate in social services or arts and culture as opposed to transportation infrastructure. Strathcona County has transit in its Community Services Division and is not constantly fighting transportation for dollars.
- In summary it was a very enlightening experience and J. Vandenberg appreciated the opportunity to attend CUTA and hopefully J. Vandenberg can take forward some of these ideas and bring them forward as initiatives in the New Year when the members start to formulate their plans for 2012.
 - Comments/Questions
 - ❖ (BM) *You mentioned about the Smart Card and ETS being behind but I am not aware of other cities that are much further ahead. Toronto does not have Smart Card, or Ottawa, or Vancouver so who has the Smart Card operational? Maybe I should revise that statement to say as I was basing that comment on the trade show. I saw a lot of great stuff at the trade show so I am not sure what other municipalities are doing and I will modify it to say there is some good stuff going on from a technology perspective. I think ETS would be wise to get on board with that.* (JH) Montreal

introduced Smart Card in 2005 and city wide in all facilities in 2008. There are some advantages to being behind as the cities that are ahead break trail which is good some times and hard other times. Some advantages to being behind, others break trail. (BM) The other comment you made about the Regional Board as Edmonton is a full participant in the Regional Board. D. Nowicki commented on the Smart Card stating that a lot of systems have the electronic registering fare boxes and ETS is one of the few systems that still have the mechanical fare box, which is the difference.

- New Board Appointment Timelines (D. Nowicki)
 - D. Nowicki went over the names of ETSAB's new appointees with a short review of each of their backgrounds.
- 2012 Retreat – January 14, 2012
 - V. Luxton will let members know the venue for the 2012 retreat.

10. TOPIC(S) OF THE NIGHT

- The two topics were:
 - 1) The members received a good presentation on the LRT updates, and
 - 2) 2011 ETSAB Social.

MOVED: by J. Vandenberg/B. Marcotte to adjourn the November 28th ETSAB Meeting at 07:25 hours.

CARRIED

Next meeting: Monday, January 30, 2012 in Heritage Room, City Hall