



Edmonton Transit System Advisory Board

Meeting Minutes “FINAL”

Monday, October 24, 2016

5:30PM –8:00PM

Scotia Place, Conference Room A

Meeting No. 16.10

Prepared by Christy McKenzie

Members Present:

Izak Roux (Chair), Vlad Slavov (Vice-Chair), Sean Lee, Mariah Samji, Bob Macklon, Charles Kelly, Brian Curry, Amy Mannix, Shaminder Parmar, J. Philip Reid, Steve Bradshaw (President, ATU 569)

Regrets:

Kristina Peter, Syed Zaidi

Guests:

Brian Sherlock, International ATU Safety Specialist

ETS & City of Edmonton Staff:

Christopher Ryan, Strategic Business Program Officer, ETS Research, Revenue, & Expenditure Control

Ralph Brokop, Director, ETS Research, Revenue, & Expenditure Control

Justin Townell, ETS Staff Liaison & ETS Strategic Marketing Officer, ETS Customer Experience & Innovation

Christy McKenzie, Recording Secretary & Administrative Assistant, ETS Customer Experience & Innovation

Materials & Attachments:

- Meeting Agenda
- Draft Minutes from September 26th, 2016
- ETS Branch Highlights Report

1. CALL TO ORDER	
Call to order at 5:30PM	

2. AGENDA REVIEW	DECISION
<p>MOVED: by B. Macklon & seconded by M. Samji to approve this October 24th, 2016 agenda, with move of User Experience sub-committee from Approvals to Updates. Draft approval carried forward to November meeting.</p>	
CARRIED	

3. APPROVAL OF PREVIOUS MEETING MINUTES	DECISION
<p>MOVED: by C. Kelly & seconded by M. Samji to approve the September 26th, 2016 minutes, with three changes as noted by V. Slavov e-mail October 20th.</p>	
CARRIED	

4. PRESENTATIONS	INFORMATION
ETS Financial Overview & Presentation of the Approved 2016-2018 Budget	C. Ryan & R. Brokop
<ul style="list-style-type: none"> • ETS approved 2016 – 2018 budget and the 2017 proposed Supplemental Capital Budget Adjustments and Supplemental Operating Budget Adjustments and Provincial Transit Infrastructure Fund projects (PTIF) were presented. • The 2016 operating expenses breakdown showed that personnel and fleet services (primarily fuel and maintenance and repair expenses) make up 86% of the operating budget expenses. • 2016-2018 funded service packages (in \$1000's) included smart bus, smart fare, and three additional 	

LRT personnel

- 2016 operating budget adjustments and transfers approved in the spring included internal transfers, DATS accommodation rate, and revenue budget reduction of \$2.3M based on 2015 revenue.
- 2017 proposed budget adjustments and transfers included PTIF and capital related, low income transit pass adjustment based on updated assumptions due to migration from DATS, and 2% innovation. 2% innovation is the Mayor's campaign to increase cost savings by improving processes. ETS was able to implement an aggressive service scheduling reallocation and reduction, including removal of 11,000 service hours from the schedule as they are not needed to deliver the level of service approved by council. In addition to this initiative, ETS also routinely examines performance on marginal routes (based on boardings per hour), and evaluates if the platform hours allocated to those low performing routes should be reallocated to either higher performing routes, or to address schedule adherence or over-crowding on existing routes.
- The 3% fare increase for all fare products except the cash fare was noted as a factor to consider as well in overall revenue and expenditure ratios.
- PTIF (Provincial Transit Infrastructure Fund projects) that have been approved by Council include:
 - Completion of detail design phase for LRT expansion on all lines so they are ready when additional funding is available to proceed with construction.
 - Power substation upgrades at DL MacDonald.
 - Matching North Edmonton LRT safety standards with those installed in South Edmonton.
 - Replacement of bus and LRT seating with vinyl product.
 - Bus cameras are approved to be installed in the remaining 50% of the fleet
 - Conversion of terminal lighting with LED.
 - Replacement of retired 40 foot buses with articulated buses and electric bus purchases.
 - Heritage Valley Park & Ride changes.
- PTIF: 25% City, 25% Provincial and 50% Federal with completion by end of 2018.
- Question and answer period followed:
 - Discussion around Cost Recovery Ratio for the price of fuel as a prime driver or a good indicator/measure. It is expected to continue to trend downward, as the environment and some recent decisions such as low income transit pass and LRT projects that require large investments up front affect it in the short term. It was confirmed that there is no defined threshold or trigger point, but rather a focus on rides per capita, however, if there is a significant decline, it will be noted and discussed among stakeholders.
 - City's Fleet area is bringing the budget considerations for carbon tax to Council in November, as ETS is a customer of Fleet, and the adjustment they set will affect ETS. The charges from Fleet to ETS are within the benchmarks in the CUTA survey, and Chris confirmed that communication in terms of detailed reporting available to ETS has increased. Fleet and ETS are both now under the same Deputy City Manager within City Operations.
 - Additional LRT maintenance resources were discussed.
 - The reason for the freeze on the cash fare was noted as an ease of use decision. It makes payment more practical with our currency to keep it at \$3.25.
 - Explanation for the decline in ridership alongside growth in City's population was requested. It was noted that it is difficult to determine the exact root cause, but appears to be due to the economic decline, as there are more tickets being purchased (based on daily usage) and less monthly pass purchases.
- LITP was discussed, and it was noted that there will be negative impacts on the revenue. 100% of the AISH customers are expected to move to LITP (making up about 25% of the LITP participants), the remaining 75% are expected to come migrate from existing regular fare products and/or new customers.

ATU's Bus Structure and Mirror (Blind Spots) research

**B. Sherlock &
S. Bradshaw**

- The presentation provided is available at atu569.ca in video format under "Bus Blind Spots".
- Brian noted that in the US, there is a pedestrian fatality due to collision with public transit vehicles every 10 days, which has resulted in the intensive investigation that is evident in the presentation.
- New Flyer is the manufacturer for the majority of buses in Alberta. Mercedes manufactures buses in Europe with trapezoid frames that are much thinner and significantly reduce blind spots in buses. To completely remove blind spots the pillar in the line of sight must be less than 53 millimeters in diameter.
- The rubber seal on bus windows is very thick, in addition to the thick frames and increases blind

<p>spots in the driver’s range of vision. The manufacturer notes that designing windows with the thick rubber seal allows replacement of bus windows in only 10 minutes.</p> <ul style="list-style-type: none"> • A significant reduction in the blind spot on most buses can be gained by moving the rear view mirrors lower down, instead of directly beside the pillar which more than doubles the blind spot. Moving the mirror can cost as little as \$270USD per bus if correcting in manufacturing stage. It was noted that up to 19 people could potentially be hidden behind blind spots caused by pillars and mirrors in New Flyer buses. • Location of fare boxes and solid glass doors instead of two panes are other considerations that potentially reduce blind spots for bus drivers. • Drivers are trained to turn “square” when turning left, and turn at walking speed (3-5 kph) but this is not sufficient to resolve the potential of bus/pedestrian collisions. Drivers are also trained to “bob and weave” to see around the blind spot caused by the frame, rubber seal and mirror. This is concerning due to large numbers of injury claims by drivers involving lower back pain, which has been directly linked in studies to leaning from a sitting position multiple times per minute. • Question and answer period followed: <ul style="list-style-type: none"> • Discussion around the cost to retrofit buses with lower mirrors. The cost was estimated at ~\$200 for hardware and labour. It was noted that manufacturers may be willing to absorb some of the cost, if requested, as the reduced risk of liability to manufacturers may be worth cost sharing for the retrofit. • It was confirmed that Steve has contacted ETS Administration to provide this presentation tomorrow to the Director of Operations and Fleet for special consideration. • Discussion around electronic blind spot detection systems. It was noted that these systems are not ideal, as the sensors are limited to 2.5 seconds detection intervals, and even less (1.25 seconds) in daylight. Also 0.65 is required for airbrakes to engage. Another available option is “talking buses” that warn pedestrians, but neighbourhood residents are disrupted by these. • Barriers to changes were identified, including economic challenges, convincing manufacturing engineers to change their designs, safety culture in transit response tends to place blame elsewhere instead of focusing on a solution, and trainers insist that “bob and weave” works. Video demonstrations, data analysis and Europe’s vision zero are helping lead change. • It was confirmed that the ATU has the opportunity to put forward reports to council on the issue. It was not confirmed whether or not they plan to submit regarding bus blind spots. • Discussion around reporting near misses/close calls, and enforcement in response to those reported. The ATU confirmed that this is a requirement locally.
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5. REQUEST FOR APPROVAL	DECISION
N/A	

6. SUB-COMMITTEE UPDATES	INFORMATION
Transit Innovation	V. Slavov
<ul style="list-style-type: none"> • Attendance was low at the October meeting. Metro articles such as Millwoods LRT Park & Ride, QE Highway proposal for dedicating car-pooling lanes on the right side, BRT, and Regional Transit by City of St. Albert were discussed. • The November meeting focus may include potential items for consideration for the 2017 work plan. 	
Heated Shelters	S. Parmar
<ul style="list-style-type: none"> • The heated shelters draft report will be ready for approval in November, pending adjustments based on budget presentation today. 	
BRT	I. Roux
<ul style="list-style-type: none"> • Charlie offered to connect with Kristina to bring an update to the November meeting on BRT. 	

User Experience	S. Lee
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- Draft report sent out yesterday by e-mail to members which included requests for clarification on some points. Members requested to respond with final comments by October 31st, so the report can be brought for final approval to the November meeting.
- The report will recommend addressing increase of follow up accountability, data management, and quality of current user experience, with the goal of perception as a service rather than a system.
- It was noted that the bylaws could be posted on the ETS site for more visibility of expectations.

Tourism	A. Mannix
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- The first meeting will be held on Monday, November 14th and include draft Terms of Reference, brainstorming, and task assignments. Vlad offered to invite a contact who is a tourism consultant to the meeting.

7. NEW BUSINESS	INFORMATION
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	I. Roux
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- Reminder that Luncheon with Urban Planning Committee is scheduled for tomorrow.

8. TRANSIT BRANCH MONTHLY HIGHLIGHTS REPORT	INFORMATION
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	J. Townell
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- Presentation of the Transit Branch Monthly Highlights Report.
- Question and Answer period followed:
 - Board requested detailed escalator outage report
 - Board requested presentation from Bill Sabey on Enhanced Express Bus listed in report as going to Council December 7th.
 - Board requested list of unfunded items or tradeoffs in the ETS budget adjustments for fall.

9. INFORMATION SECTION	INFORMATION
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ATU Update	S. Bradshaw
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- The Board acknowledge Steve Bradshaw for his valuable contributions and involvement with ETSAB this year.

DATS Advisory Group Update	B. Macklon
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- Ralph Brokop has moved from Director of DATS to Director of ETS Research, Revenue and Expenditure Control. Paul Schmold is the acting Director of DATS.
- All DAG members attended the orientation session, and offers DATS education to hospital staff to ensure they allow procedures for DATS clients with escorts. These are now run every second month.

10. TOPIC OF THE NIGHT	DECISION
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	V. Slavov
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- Presentation from the Amalgamated Transit Union (ATU) on the major risks and costs that bus blind spots pose to pedestrians, bus operators and transit agencies was selected as the topic of the night. It was noted that a valuable quick win may be to move mirrors to a lower position on the buses to reduce blind spots.

11. MOTION TO APPROVE MINUTES OF PREVIOUS MEETING	DECISION
<i>MOVED: by C. Kelly & seconded by B. Curry on November 28th, 2016 to approve these October 24^h, 2016 minutes</i>	<u>CARRIED</u>

Next Meeting Information:

Date: Monday, December 19, 2016
Time: 5: 30PM – 8:00PM
Location: Heritage Room, City Hall