

ETS Branch Highlights Report

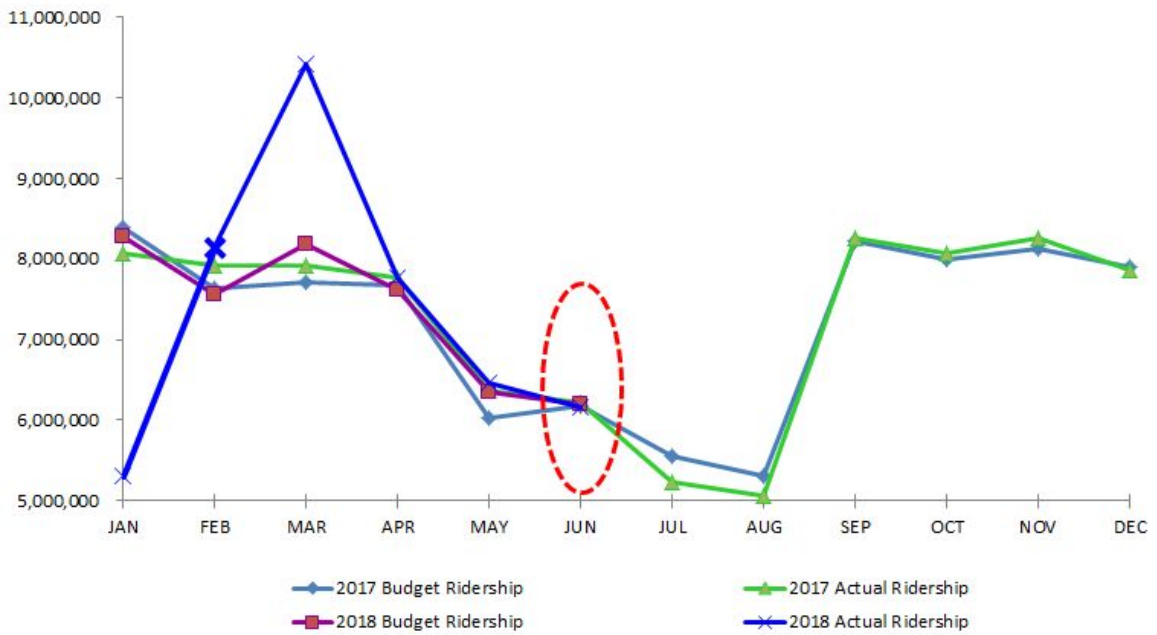
Date: August 27, 2018

1. RIDERSHIP

Bus and LRT Ridership – June 2018

	Month	Year to Date
2017 Actual	6,216,357	44,257,470
2018 Budget	6,200,634	44,176,174
2018 Actual	6,153,490	44,244,329

Monthly Ridership



2. ETS UPDATES

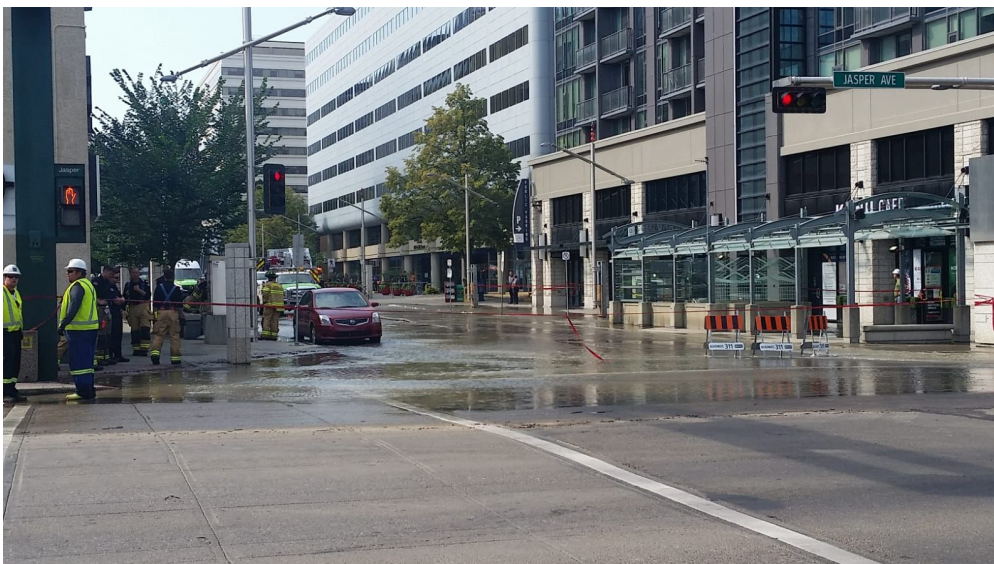
Heritage Festival

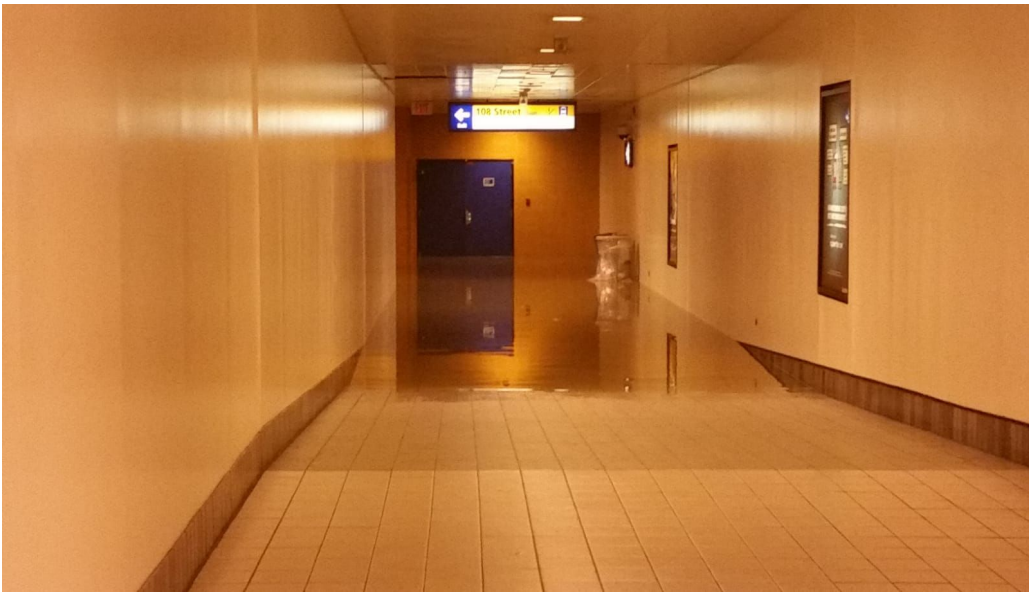
ETS had a very successful Heritage Festival transit service this year. Heritage Festival is a major project coordinated by the Civic Events office and involves multiple partners, including Edmonton Police Service, ETS and Parks and Roads Service. This year's service plan was carefully developed, taking into consideration lessons learned from 2017 and new challenges posed by construction on Groat Road bridge. A number of new approaches were implemented, including establishing bus-only lanes for access to the park across Groat Road, routing of northside buses across the High Level Bridge, and staging of buses along Emily Murphy Park Road.

In addition to service changes, ETS implemented a new special event fare, which involved customers paying a \$6 round trip fare when boarding service to the park. This was implemented in order to facilitate more efficient egress from the park and simplify the fare for customers. To further improve customer experience, ETS deployed all available air conditioned buses. The park and ride service and special event fare were generally very well received by customers and operators. Approximately 95,000 passengers were counted by ETS inspectors during daytime hours, and additional riders used the service in the evening.

Water Main Break Emergency Response

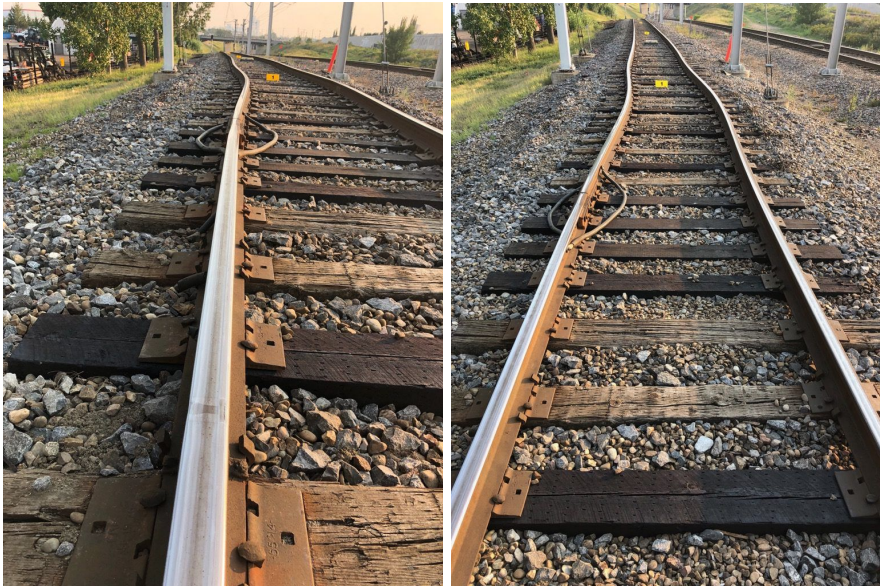
On Aug 1st, there was a water main break downtown Edmonton, impacting both Bus and LRT Service. A few pictures are attached below. Water flooded Corona LRT station along with its traction power substation and communications room. They are filled with electrical equipment, and some equipment was damaged. The incident was managed by the control centres, and maintenance crews reacted quickly to control hazards and make sure that the public was safe.





Rail Track Buckling in High Heat

On the evening of Thursday Aug 9th, due to extreme heat in Edmonton, a portion of the LRT track buckled due to rail expansion (photos below). This highlights an example where the Operations and Maintenance teams worked in collaboration to resolve the issue while keeping public safety a top priority. This problem was diligently reported by the Operations team and after an inspection, a slow order over that portion of rail was implemented. The work was scheduled as soon as safe to proceed while minimizing impact to the service. That following Sunday morning, the Track Maintenance team worked quickly to realign the rail and subsequently de-stress in order to prevent this type of occurrence from happening again.



Provincial Funding Announcement

On August 14, 2018 at the Ferrier Garage, the Government of Alberta announced that the Alberta Community Transit (ACT) Fund has been created to support municipalities and transit commissions so they can invest in low and zero-emission transit vehicles and increase transit ridership. The ACT fund provides a total of \$215 million in funding over five years for transit projects in Alberta. Municipalities across Alberta can apply for a portion of the funding, and each application will be scored based on regional collaboration, and environmental, economic and social benefits. The funding announcement supports the City's collaborative work to advance a Regional Transit Services Commission.

Ride Transit Program Pilot

The program pilot has been very well received and purchases each month continue to increase. The total number of purchases recently exceeded 13,000. In addition, the Government of Alberta recently confirmed joint funding to expand the program to include income support recipients. This will take effect in October 2018.

The pilot program and funding arrangement with the Government of Alberta is tentatively scheduled to end in December 2018. Talks continue with our provincial partners to secure future funding, and will be discussed as part of the City's 2019-2022 budget process this November. The pilot program with the City of Calgary ends in December 2019. There is consideration being given to aligning Edmonton's pilot time frame with Calgary's.

Centre LRT Alignment

On August 14, 2018 City Council's Urban Planning Committee approved the Whyte Avenue and downtown portions of the Centre LRT alignment. Next steps involve initiating the concept planning process for the approved segments, conducting a river crossing assessment, conducting indigenous engagement, and further consultation with Alberta Health Services and University of Alberta on alignment through the University of Alberta/AHS/Garneau area.

3. ETSAB INFORMATION REQUESTS

Valley Line Southeast: Impacts on Trees

The City highly values trees, and endeavours to minimize tree loss on its LRT projects and ensure that trees along the alignment are adequately protected during construction. Each tree has been assessed following the City of Edmonton's Corporate Tree Management Policy (C456A). The City receives a running total of trees removed by TransEd. Each tree affected by construction has been assessed and recorded with the City and TransEd. TransEd compensates the City for each tree that is removed. TransEd is committed to removing as few trees as possible, and will be planting 16,777 trees, shrubs, and perennials - more than ten times the number of trees and shrubs TransEd will be removing. TransEd is financially incentivized in the Project Agreement to minimize the total tree take where possible. All trees on City property are financially evaluated by the City's forestry group, and the removal or damage of trees not listed under the Project Agreement carries a penalty to TransEd.

However, some trees do need to be removed in order to accommodate both the needs of construction and the future state of the LRT. The current breakdown of tree removal Valley Line South East is as follows:

- There have been 1,326 trees removed to date. 1,427 total trees are currently planned to be removed. The total maximum of trees that TransEd identified as potentially removed is 1,605 trees.
- Total Forested Area removed to date: 20,673.0 m². The Total Forested Area planned to be removed is 29,682.5 m².

The total trees and landscaping to be planted as part of Valley Line Southeast is as follows:

- Area 1, Downtown to top of North bank of the North Saskatchewan River: 19 trees and 925 m² of landscaping.
- Area 2, North river bank to top of Connors Road and 94 Street: 279 trees, landscaping in the river valley is more complicated to calculate, it includes a lot of naturalization areas.

- Area 3, Connors Road and 94 Street to North of the Bonnie Doon Traffic Circle: 239 trees, 7,036 m² landscaping.
- Area 4, Bonnie Doon Traffic Circle to 75 Street at Davies Station: 770 trees, 18,747 m² of landscaping.
- Area 5, Davies Station site, includes Davies Park and Ride: 332 trees, 6,671 m² of landscaping.
- Area 6, Mill Woods stop to Davies Station: 1466 trees, 55,895 m² of landscaping.
- Area 7, Operations and Maintenance facility: 354 trees, landscaping is more difficult to calculate at the Operations and Maintenance Facility.

Valley Line LRT: Impacts on Businesses

The City has considerable history with many of the businesses along the Valley Line alignment since the beginning of the Valley Line project in 2008. Considerable work is done in advance of the construction phase of the project to prepare businesses for what to expect during construction. The feedback contributed by businesses during early public engagement plays a significant role in shaping the project, from helping to determine the final alignment to integrating landscape designs. In many cases, the City has a legal obligation to speak with the 'property owner' of a business instead of the business owner. At times we cannot share information with the business in question if there is a legal action or interest by the property owner whose outcome could be prejudiced by sharing that information.

TransEd is responsible for the final design and construction of the Valley Line, Schedule 12 of the Project Agreement with TransEd govern relationships with businesses. In brief, Schedule 12 requires that:

- Businesses receive suitable advance notification of TransEd's construction work, closures, and impacts in, around, or affecting access to their business. Notifications may range from an email notification for minor work to multiple 1-on-1 meetings with the business for major, long-term disruptive work. The final approach for any particular phase of work is usually discussed between the City's communications oversight group and TransEd's communications group in advance of the work taking place, in conjunction with project leadership where appropriate.
- TransEd makes reasonable efforts to minimize these disruptions, where possible
- TransEd makes reasonable efforts towards providing assistance, messaging and wayfinding signage when a business is directly impacted by construction. The actual mitigations that take place for businesses are considerably varied, and evaluated on a case-by-case basis. Mitigations may include delaying or rephasing work, adjusting accesses, providing additional accommodations for pedestrians/customers, or any other approach that can be reasonably accommodated while not inhibiting the project from proceeding.

The project agreement for Valley Line West is currently under development and lessons learned from Valley Line Southeast will be considered and incorporated where applicable. Initial ideas like providing improved drawings/information that outlines more clearly to businesses what is being done and why, and providing opportunities for a more integrated support network (website, programs) for marketing and sharing business information publicly, in order to better integrate and accommodate business needs with the project's needs.

ETSAB members are welcome to share ideas about other steps ETS could be taking to assist businesses along the alignment by emailing lrtprojects@edmonton.ca, or if the recommendations are specifically for Valley Line SE businesses, they can be shared directly with TransEd Partners at info@transedlrt.ca.

Route 747 and Regional Transit Commission Update

The pilot 747 route to Edmonton International Airport has been running since May, and will be evaluated in September to assess if further service changes are warranted. The airport partners anticipate that this route could become part of the Regional Transit Commission in the longer term.

An invite from Mayor Iveson and Mayor Heron was sent to municipalities in the Edmonton Metropolitan Regional Board (EMRB) on June 4, 2018. Spruce Grove, Beaumont, Stony Plain, Parkland County, Leduc, Devon, Sturgeon County, Morinville, Strathcona County, Fort Saskatchewan, and Leduc County were sent an invitation to join the Regional Transit Services Commission (RTSC) by signing a Memorandum of Understanding through their Councils. On June 29, 2018 a follow up session hosted by the EMRB was held with the regional partners lead by the Mayors of St Albert and Edmonton with an RTSC update and details regarding next steps. At this time, all but one EMRB municipality have joined. The remaining municipality, Sturgeon County, is set to discuss joining the RTSC at a Council meeting on August 28, 2018. The next steps will be determined by the Task Force and communicated directly to the municipalities.

The current focus is hiring a consultant to guide the process, scheduling monthly meetings with the Transition Team to appoint a chair, serve as an interim board of directors until the RTSC is created by way of provincial regulation, create proposed draft bylaws, recommend to the province who should serve as the appointees to the first board of directors, engage with other regional municipal partners, and prepare a three year start up plan which will outline the RTSC operation plan and budget.

4. ETS REPORT TRACKING - 2018

SIRE	Report Title	Meeting Date	Committee
5968	Transit Service to Enoch First Nation	Sept 11, 2018	UPC
6145	Edmonton Transit Service Data	Sept 11, 2018	UPC
5903	LRT Station Security	Sept 12, 2018	CPSC
5823	DATS Service Delivery	Oct 15, 2018	Exec
5353	First/Last KM Transit Challenge	Nov 13, 2018	UPC
6111	ETS: Priority Initiatives	Nov 28, 2018	CC
5931	Fare Policy	Nov 28, 2018	CC
5804	Permanent Ride Transit Program - Transition	Nov 28, 2018	CC
5074	Transit Priority Measures Study *	October 30, 2018	TBD

*Not an ETS report

CC = City Council

CPSC = Community and Public Services Committee

Exec = Executive Committee

IRCD = Inter-municipal and Regional Development Committee

UPC = Urban Planning Committee