

WAVE Committee Meeting Agenda

June 19, 2024

Time: 5:30-8:00pm

Meeting Location: 3rd Floor Edmonton Meeting Centre, Edmonton Tower

Google Meet Link: meet.google.com/kne-ayzv-ghh

Livestream Link: <https://www.youtube.com/@thewomensadvocacyvoiceofed8827/featured>

Attendees
<p>Attended: Candace, Jess, Cherie, Areezah, Julianne, Del, Jasmine, Erika, Rhiannon, Laurence, Sanyia, Tiwa, Nicole, Echo, Olu, Stella, Councillor Wright, Christine, Matthew, Marliss, Randy, Carrie, Marc</p> <p>Regrets: Jaycee, Alison, Sara, C. Rutherford</p>

1.0 Welcome	TIME / LENGTH
1.1 Co-Chairs	5:30-5:35pm

2.0 <u>Land Acknowledgement</u>	TIME / LENGTH
2.1 <u>Land Acknowledgement</u> - Jasmine	5:35-5:40pm

3.0 Review	TIME / LENGTH
3.1 Agenda Review Approval <ul style="list-style-type: none"> • Sanyia moved to approve • Rhiannon seconded 	5:40pm
3.2 Approval of Minutes, May 21, 2024	5:40pm

4.0 ETS Presentation and Q&A	TIME / LENGTH
4.1 Gates in LRT Stations - View Slide Here <ul style="list-style-type: none"> - Recap of the motion from City Council to ETS <ul style="list-style-type: none"> - <i>That Administration provides a report outlining a detailed plan for a two-year trial for the use of fare gates at two transit facilities, including one LRT station with an underground platform, including a cost benefit analysis, recommendation, evaluation plan, and detailed costing for the trial.</i> - This report will go to the Urban Planning Committee on September 17, 2024. Currently in the Research and Analysis phase - Context: <ul style="list-style-type: none"> - Transit ridership is growing - Regional implementation of ARC card, 'open payment system' - riders show proof of payment, no verification needed, as opposed to closed payment for buses; - LRT platforms, buses, and trains are proof of payment 	5:45-6:30pm

- zones
 - Crime severity, violent crime severity, as well as security disorder have decreased in the first half of year
- What is a fare gate?
 - Includes security barrier, ARC card validator, and wider accessibility gate. This means features for security and user friendly access. Includes evaluation, tactile buttons, braille, etc.
- Discussion Questions:
 - Do you feel fare gates will improve perceptions of safety and security on transit? If yes, how so?
 - Do you think people from marginalized or diverse communities might experience fare gates differently? If yes, how so?
 - Are there critical elements you want to Council to consider when making this decision?
- Q: Slide 3 - Security disorder - what do you mean by this?
 - Two different categories of safety security events / incidents:
 - Criminal incidents are defined through the criminal code of Canada.
 - Security disorder involves those that don't involve a criminal code - captured under passenger conduct instead (e.g. smoking indoors)
- Q: If you're looking at the fare gate, are you monitoring every single person that goes through?
 - Riders would scan their card and the gate would provide them with access to enter the paid zone. There would be a staff person monitoring.
- Q: How does this factor in for young people?
 - Being considered - children 12 and under ride for free with a fare paying rider, which needs to be accommodated in this process.
- Q: Statistics - Do you have stats related to feminine presenting with children?
 - We don't have per station rider demographics, but know overall demographics. Not to that level of detail.
 - 51% of the total ridership identify as women.
- Q: Can you go back to the slide with the physical gate? Thinking about people with high heels, etc.
 - This is an example, can't speak to this particular transit service and its criteria, but appreciate capturing those elements.
- Q: Staff being there - is this 24/7? Are they in a security style outfit?
 - Don't have this fleshed out, but still in early phases of research and analysis. Interested in any feedback or suggestions you may have.
 - Staff positions typically provide this support, but no plans on what they look like.
 - For folks that look like a police officer may be intimidated, a customer service appearance may be preferable.
- Q: To #2: if safety and security are already increasing, would this be punitive for those who are unhoused to stay in the LRT to stay warm. Is this what we're going for?
 - There's multiple layers to this framing to keep everyone safe, including those who are marginalized, unhoused,

experiencing additions. Have layered supports to try and help, including our COTT, providing safe transportation shuttles to shelter spaces, etc. Intent of this motion is not to be punitive to houseless folks who are sheltering.

- Q: Fare gates just automatically provide or present a barrier for lower income people. In whatever proposal you bring to Council, it's important to have strong research on how this will be different or provide alternatives to present further barriers for those in poverty. Would be interested in learning more about research. Think for safety/perceptions of safety, education pieces may be helpful, particularly for those who witness unhoused people. Should be a part of the research. Faregates will be a barrier to the people who need the most help.
 - Appreciate those insights - some of the difficulties of this topic. It's divisive - touching upon underlying factors. The difference between being unsafe and uneasy.
 - (Bias) Based on people who are angry and sharing perspectives - when they see houseless people using our spaces, that doesn't mean there's a safety risk. Some education might be needed - will this improve perceptions? This is newer and came out more recently. Unsure research findings may present.
- (follow-up): Calgary did a similar thing - they put out a report last year that fare gates did not improve the safety of safety.
 - Yes, it's a comprehensive report.
- Q: Not familiar with the transit system, but understanding perceptions of safety. What happens when you find someone who hasn't paid? What is that experience?
 - Continuum for transit peace information, from information sharing and exploring how to help them comply. It could mean that someone just forgot their pass at home / forgot to tap, and that's OK. For others, they may say "I can't afford it" - may lead to fare assistance program and other offerings to support low income and fare access. If this is a repeat time, ticketing is the last resort, considered a bylaw offense. May issue a ticket as part of this process.
- (follow-up): First two steps are fantastic - don't read as punitive. Gates, however, read immediately as punitive and not 'we're here to support you'.
- Q: Ride transit every day - personally don't feel unsafe with swearing, drug use, etc. When we look at safety, we shouldn't look at it from the perspective of those who are emailing you - how are people who are now going to see the fare gates as punitive - how will that affect their feeling of safety in terms of their utilization of transit spaces? Just wanted to make sure it's included into considerations.
- Q: Children navigating the gates, people with mobility challenges, various pieces of equipment navigating through - how do they navigate? How do we ensure accessibility for vulnerable folks who are paying fares are able to get through those gates and access them?
 - Acknowledge it's a cornerstone principle - lots more engagement and consultation. Foundational principle and elements that need to be factored in - very diverse ridership - lots of mobility needs. For those of us who have young children, they have lots of things! It's a wide cross

section of our ridership.

- Q: How the customer service person will be trained to address those who have language barriers. What about neurodivergent people - the introduction of these fare gates will be a learning curve.
- Q: We haven't mentioned senior usership - they may have a lower income bracket, mobility, and learning curve. They may not have an alternative option. Have a question - having a hard time connecting the dots. If I were to ask you - Why do you think that adding gates will make me feel more safe?
 - I don't know... this is a hypothesis that is being proposed. Has received correspondence from riders who are on both sides - "there should be gates ,you should restrict access". (Carrie) - doesn't hold any opinion, however.
- Q: Want to acknowledge - there's a human cost to this. Labour is a factor in this - agree that a human presence is more comforting and when exemptions are needed, it's easier to talk to someone. With growth (immigration) that needs to be addressed with safety issues. Struggling with the language - perceptions of safety - feels like optics, rather than the meat of the issue. Is this a short term optic based solution or are we looking at the long term impacts for how this is going to impact IDEA people?
 - The reason why I framed this as perceptions is because of the hypothesis - how people feel or perceive about safety. Agree about impacts, thinking about EDI and intended outcomes - achieving specific outcomes, etc. ? Very exploratory at this stage, don't have a specific program design to share, but that was the framing.
 - Safety + security measures - there are updates to Councils that are shared to try and reduce incidents. This isn't the only thing being worked on.
- Q: If this is to address security, watching other transit implement police presence. Would this alternative be detrimental?
- Q: From a solutions standpoint - wondering about what alternatives could be taken? What are the dangers that riders are facing? Are all dangers involving a functioning ARC card? Do these dangers include the unhoused community? Needs overlap with homelessness strategy. If we're focusing on adding fare gates to improve safety of riders, a large portion of this may be segregating the unhoused communities. As a standalone project, this may seem more restrictive. Significant backlash even from 15 minute city perspectives and how this moved into our society - this will be important for long-term success of this project. If they have not paid - what's the next step? How do you remember and track individuals? How do you know the operators are using their racist/sexist lens and incorporating into the judgment. If someone is standing there - have we thought about population density? May slow things down - will they be responsible for crowd control? Perhaps use ETS uniforms rather than adding security.
 - For clarity - transit operators don't do enforcement. Peace officers do the enforcement instead. They know if someone is not compliant through assignments - they get to know people using these stations. Not an immediate punitive measure, ticket has a warning stage - multiple conversations take place before enforcement.
- Q: There's a dedicated transit team that helps houseless members

of the community seeking shelter - curious - can you share more of an example of what this looks like? Are these people going to be present or working alongside transit?

- Lots of follow up to be shared afterwards. Work with peace officers now for the last 2-3 years - outreach worker through the Bent Arrow - patrol the stations and provide individual support and interventions and provide the linkages and referrals to assist them. Also just recently set up a permanent station in Central LRT station - sometimes people experiencing houselessness prefer to come to support resources and not be approached by them. Both models working, but focus on LRT.
- Q: Bent Arrow - would be great to know if Bent Arrow is being engaged on these set of questions. As well - accessibility committee. Having experienced being inside these spaces - there's also creepy folks out there who may pay a bus fare - does this slow down a woman's escape route and will I feel trapped inside a pay zone?
- Q: Other cities have been briefly mentioned - hypothesis that pay gates improve safety. Is there research from other cities that demonstrates safety? Are we just replicating another city?
 - Traditionally, fare gates have been used as part of a fare system, where payment is provided in advance. More recently, there are two transit services that we've come across that are testing this idea and whether or not it improves safety and reduces disorder?
 - Hypothesis - referring to the conversation that Council had, who is wanting to explore this and is wondering if this is something we should consider.
 - Research - actively being conducted - cannot say firmly there are only two examples, need to see academic research.
 - Research was done previously - what it found was that it displaced safety, rather than impact it positively. What we want to do is go back to the research and reach out to different agencies. It may be out of date, but this will be built into the report to inform City Council.
 - (was there empirical data found?) Don't recall entirely, was a pre-COVID research project. Will reach out to agencies to determine status. Good working relationship with Calgary to do a deeper dive of their report. This is to get more information and Council will make a decision in September to inform future budget considerations if they want to test this.
- Q: Knowing you're in the research - want to thank you for including us. Please include WAVE along for the rest of the process - let us know what the timelines look like - this is where we should exist as an advisory committee. Many big questions about perceptions of what safety looks like and whether or not the next step should involve police. What's the cost of fare gates as opposed to or in addition to Bent Arrow outreach workers? This could be more effective than just a physical barrier.
 - Flag - this is also shared by some people at City Council - this is not a unanimous perspective. Would love to come back later in the summer to share what we've learned and reflect back what we've heard. Would like to acknowledge

<p>WAVE's feedback in the report, but want to ensure that this is seen beforehand.</p> <ul style="list-style-type: none"> - This may warrant an ad hoc meeting. - Q: If the alternative is police and if we're trying to accommodate for diversity, noting that houseless population is well intertwined with the transit system, then perhaps instead of a discussion, we should ask where the fare gates are located? Are there other areas that can be accessed by others who have not yet paid as opposed to the front door of the station. <ul style="list-style-type: none"> - This is helpful feedback - can we have designated proof of payments now? E.g. elevator - perhaps this can be added to the presentation deck to show what we mean by the zones to be more clear. <ul style="list-style-type: none"> • Please see the memo from WAVE that was sent on December 11, 2023 to City Council on women and safety in public spaces 	
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5.0 Updates	TIME / LENGTH
<p>6.1 Co-Chairs</p> <ul style="list-style-type: none"> • Meeting format/Champions Discussion <ul style="list-style-type: none"> ◦ Starting with gratitude! • Mandate and Permanency Review Survey <ul style="list-style-type: none"> ◦ Ask that WAVE connects and provides one form back to the City. This is due at the end of July - will send out a survey to review questions, provide input. Will be anonymous. ◦ Chairs will compile information and provide an all-inclusive response to the City Clerk's Office. ◦ Email to come. ◦ Some initial discussions include whether or not to include gender diversity and allyship, but nothing official. <p>Next Steps: Please fill out the survey and share your thoughts on WAVE's mandate. Optional for new members to fill out since they just joined WAVE.</p> <ul style="list-style-type: none"> • WAVE member Santana and Alternate member <ul style="list-style-type: none"> ◦ Santana has decided to step down, but looks forward to interacting in other ways. Alumni is strong! Future social event in the summer to come. ◦ First time during recruitment to select an 'alternate member' out of this recruitment class. The new alternate WAVE member will join the Committee once confirmed by the Office of the City Clerk. ◦ WAVE Mandate Discussion (In private) - This will be approximately a 3-4 month discussion surrounding the inclusion of gender-diverse individuals and complexities within WAVE's mandate. 	<p>6:30-6:40pm</p>
<p>6.2 Administration</p> <ul style="list-style-type: none"> • Social Development Branch Reorganization <ul style="list-style-type: none"> ◦ Matthew (Acting Manager of Social Inclusion and Social Identity section) provided an update on the 	<p>7:10-7:15pm</p>

<p>reorg and due to the direction of City Council \$1million budget reduction</p> <ul style="list-style-type: none"> ○ There may be a change of support for the Advisory Committees and will update the Committee with more info once the branch reorg is confirmed with details and staffing. ○ Changes will occur at the end of August. ○ Q. What is the Social Development budget? Social Development's budget can be found here on page 380 and 381. ○ As a result of the branch reorg, the Domestic Abuse High-Risk Team (DAHRT), Financial empowerment program, and social workers in community safety have all been eliminated. ○ Concerns about the change and level of support, especially the Admin working with WAVE was expressed. ○ Also concerns about the DAHRT program and social workers were shared. ○ Admin will work with chairs to gather questions and follow up. <p>Next Steps: If you have any questions, please reach out to Admin.</p>	
<p>6.3 Social Media</p> <ul style="list-style-type: none"> ● Updates from Parodos <ul style="list-style-type: none"> ○ Contract has been extended to support WAVE until December. ○ Specific message regarding a personal issue - wanted to bring it up - recently experienced gender discrimination and filed a human rights complaint. What else can I do to ensure this doesn't happen again? Any suggestions? ○ Share any ideas you have to Marliss <ul style="list-style-type: none"> ■ Perhaps this person can seek legal representation as it is a human rights complaint. ■ Can HR follow up? ■ Is Elizabeth Fry an alternative? The Edmonton Community Legal Centre? ● Social Media Monthly Themes <ul style="list-style-type: none"> ○ On the roster: Wanted to speak about the logic of the Canada flag and its association with Truth and Reconciliation. <ul style="list-style-type: none"> ■ Possible suggestions not to use the Canadian flag moving forward. ○ Disability Pride Month - may include a transit update about their thoughts about today's discussion? ○ International Non-Binary Peoples Day on July 14. ○ Gathering content if anyone would like to stay and chat about video work. ○ Video content gets the most views. ○ More discussion online about images that can be used on WAVE's social media posts including images taken from WAVE's past events and meetings. 	<p>7:15-7:20pm</p>

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6.0 Councillor Advisors	TIME / LENGTH
<p>5.1 City Council Updates & Q&As</p> <ul style="list-style-type: none"> - From the past month - Corporate Homelessness Plan. Questions about why WAVE wasn't engaged earlier - this was their initial 'kick at the can'. Further consultation should be expected for upcoming discussions of implementation. - Public Spaces Bylaw will come back to CPSB in November. Clr. Rutherford will be in attendance as a result of changes July 1. Clr. Wright will be moving over to Urban Planning. - Lookahead report - Affordable Housing Investment committee is occurring in September. - Sustainable Procurement - to be discussed in November, which may include living wage considerations (vs. provincial minimum wage). - Budget discussions to be expected later in the Fall. - Q: Sustainable Procurement - is this related to Social Procurement - how we're procuring from women and gender diverse folks? Or is just related to living wage only? <ul style="list-style-type: none"> - This includes social values within the City and whether or not we're procuring to those values. Involves Indigenous, BIPOC, and other identities. 	6:45-7:10pm

7.0 Strategic Plan and Work Plan	TIME / LENGTH
<p>7.1 Strategic Plan Framework and Work Plan Implementation</p> <p>Relevant Documents:</p> <ul style="list-style-type: none"> ● Strategic Plan and Work Plan ● Members to Contribute to implementing WAVE's Work Plan Tracking Document. <ul style="list-style-type: none"> ○ WorkPlan Tracking <p>Working Group Initiatives for Discussion/Approval:</p> <ul style="list-style-type: none"> ● Goal 1 (Policy subcommittee) <ul style="list-style-type: none"> ○ Co-Chairs: Jaycee, Rhiannon <ul style="list-style-type: none"> ■ Letter to CPSC on the Corporate Homelessness Plan. ■ Meeting with the Housing on minimum emergency shelter standards at next Policy meeting, Jul 4, 2024 . <ul style="list-style-type: none"> ● Need to consider - provincial jurisdiction and other implications. ● Goal 2 - Improve the quality of life for women and gender diverse people in Amiskwaciwashkahikan <ul style="list-style-type: none"> ○ Champions: <ul style="list-style-type: none"> ■ Olu and Tiwa Community Safety & Wellbeing Strategy <ul style="list-style-type: none"> ● Review the CSWB strategy - determine where WAVE could fit in. Decision needed - readings are required. 	7:20pm-7:50pm

<ul style="list-style-type: none"> <ul style="list-style-type: none"> <ul style="list-style-type: none"> ● Meeting on June 26 with the project managers of the CSWB Strategy. ■ Equity in Motion Series - no decisions have been made, but aim for another event before the end of the year. July 3 to discuss. ■ Public Spaces Bylaw - will coordinate for any further action. ■ Website training with Admin, June 24. ● Goal 3 <ul style="list-style-type: none"> ○ Champions: <ul style="list-style-type: none"> ■ Jasmine and Echo (Equity in Motion Podcast) - input desired, such as panelists, workshop suggestions, and other ideas. ■ Stella presented her idea called the Active Citizen Series - this may include reels, additional resources, ways to get involved, etc. Ideally minimal efforts ■ Tiwa - (Financial Literacy is part of Goal 2) ● Next Steps: Continue to have discussions and refine initiatives and proposals. In September the Committee will have discussions to approve projects based on scope, timelines and budget. 	
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8.0 Indigenous Learning Moment	TIME / LENGTH
<p>8.1 Jasmine will lead the Indigenous Learning moment for the Committee: Words & Reconciliation: Connecting Through Language and create a word cloud.</p> <p>This meant to be a space for the WAVE member to lead a discussion or activity for the WAVE Committee allowing the group to live reconciliACTION. There is no prescribed form for this Indigenous learning moment and can be unique to each member's learning journey.</p> <ul style="list-style-type: none"> ● Sign up sheet - The Indigenous learning moment will be lead by the WAVE member who shares the land acknowledgement ● September needs a new member to sign up for the Indigenous Learning moment. 	7:50-8:00pm

Next Meetings in 2024		
Date	Time	Location
September 17, October 15, November 19, December 17	5:30-8:00pm	TBD