



Edmonton Transit System Advisory Board

Meeting Minutes
Monday, January 29, 2018
5:30PM –8:00PM
Heritage Room, City Hall
Meeting No. 18.01
Prepared by Christy McKenzie

Members Present:

Izak Roux (Chair), Bob Macklon, Charles Kelly, Isabell Hubert, Sean Lee, Brian Curry, J. Philip Reid, Vlad Slavov (Vice-Chair), Jorge Arango, Kristina Peter

Regrets:

Mariah Samji, Stewart Smith, Mark Tettersington (President, ATU 569)

Guest Presenters:

Terry Seehagen, Leonard Relling, Tim Querengesser

ETS & City of Edmonton Staff:

Councillor Tim Cartmell, Ward 9 and Council Advisor for the Edmonton Transit Advisory Board
 Christy McKenzie, Administrative Assistant, ETSAB and ETS Technical Services, City Ops
 Marc Lachance, ETS Staff Liaison for ETSAB and Project Manager, Regional Transit Strategy, ETS, City Ops

Materials & Attachments:

- Meeting Agenda
- Draft Meeting Minutes – December 18, 2017
- ETS Branch Highlights Report

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

2. AGENDA REVIEW	DECISION
<i>MOVED: by C. Kelly & seconded by K. Peter to approve the January 29th, 2018 agenda.</i>	
<u>CARRIED</u>	

3. APPROVAL OF PREVIOUS MEETING MINUTES	DECISION
<i>MOVED: by I. Hubert & seconded by C. Kelly to approve the December 18th, 2017 minutes.</i>	
<u>CARRIED</u>	

4. PRESENTATIONS	INFORMATION
90,000 ETS Rides – User Experience	T. Seehagen
<ul style="list-style-type: none"> • Terry has been riding Edmonton’s transit system since 1973 on a daily basis with an average of seven trips per day. He feels that overall the service is quite good, and has seen improvements over time. One of the biggest improvements was the switch to the low floor buses and verbal announcements at stops. • Safety on buses was also noted to be important to the user experience. Terry highlighted the importance of being aware of your surroundings and shared ways riders can proactively avoid potential incidents. He also noted the importance of Operator awareness and ability to contact security for support when and if required. • Terry’s suggestions for improvements are related to scheduling, with specific changes recommended for the <u>Night Owl service</u>, and to mid-route timing points (the timing points scheduled between transit centres). <ul style="list-style-type: none"> ○ Terry has observed that some schedule improvements occurred after launching the Night Owl service, such as reduced wait time at 100 Street and Jasper Avenue. He is a regular 	

user of the service, and is interested to learn whether this will be a permanent extension in bus service.

- A continuing challenge for riders on the Night Owl service is created by all buses scheduled to arrive and depart from downtown stops between 1 am and 3 am on the hour and the half hour, which makes transfers difficult. (If bus #8 could leave 3-4 minutes earlier from Bonnie Doon – it sits at Millwoods for 20 minutes – then it could arrive at the downtown stop in time to allow for the two block walk to transfer on to the bus #1 at the downtown stop. (Note: This change would need to consider the timing of the connection between bus #4 with #8 at Whyte Ave.)
- A second suggestion was that the #1 route for the Night Owl service should be moved to head north on 124 street and go along 111 Avenue instead of 102 Avenue and then west to 142 Street and then back south to 102/Jasper Avenue. This would potentially increase ridership with the same five routes that are currently running and add only about five minutes on to the schedule for the additional proposed coverage.
- Terry suggested that the timing points scheduled between transit centres could potentially be set for a few minutes earlier, so that Operators do not have to wait for the schedule to catch up to the real time trip at non-transfer timing points along their route. This would increase the number of successful transfers at transit centres and can be coordinated with any upcoming sign up (regularly scheduled service adjustments).
- Question and answer period followed, including:
 - Discussion around heated shelters as a potential improvement to the user experience. Terry noted that this is not a necessary cost in general, as most riders know to be prepared for the weather, although having a heated space at transit centres is helpful.
 - It was noted that number of riders has increased significantly in the past ten years due to population growth, which puts a strain on the system during peak times.
 - Members asked about Terry’s experience with calling 311. It was noted that the 311 service is a newer option in the system. Calls used to go directly to the section in ETS responsible for resolving the issue at hand (i.e. ETS Planning and Scheduling).
 - Members asked what may influence Terry’s friends and family who are not transit users to be attracted to the option of using public transit. Terry noted that there is a negative stigma associated with needing to rely on public transportation (trips must be planned around the existing schedules), but high parking rates in downtown is one valid motivator.
 - On Time Performance (OTP) was discussed. It was noted that traffic, especially during rush hour makes the service less consistent. The more riders are aware of alternate route options to their destination the better they can adjust their trip plan during peak times.

Bike Share and Edmonton

T. Querengesser

- Tim presented “Bike share and Edmonton: It’s Time”. Bike share was noted to be the “world’s fastest growing mode of mobility with 88M trips in US alone since 2010 (more than Amtrack). It provides mobility for trips too far to walk but not far enough to justify driving or paying for a taxi. The average bike share trip is 3 km, or 25 minutes. It is often the first-mile and last-mile gap filler for public transit.” It was noted to be “cost effective (Washington D.C. bike share cost same as one mile of freeway) and equitable (bike share encourages more marginalized populations to ride)”.
- The introduction of the concept of bike share may date back as far as the 1960’s, and was launched in 2007 in Paris (Velib) with 14,500 bicycles averaging 86,000 daily trips, and Barcelona with 6,000 bicycles averaging 28,000 daily trips. New York started to offer bike share in 2013 with 10, 000 bicycles and an average daily ridership of 38,500 trips. In Canada, bike share has been launched in four major cities to date: Montreal (2009), Toronto (2011), Hamilton (2015) and Vancouver (2016).
- Statistics show that:
 - An average of 47% of bike share trips replace trips in automobiles. (Montreal: 36%; Toronto: 25%; DC: 41%, MNSP: 52%).
 - Only 24% of regular bicycle trips in the U.S. are made by women, but Washington D.C.’s bike share sees women composing 54% of its membership.
 - Bicycle commuters have been shown to have 52% lower risk of disease.
- “In suburbs and small- to medium-sized cities, where public transit can be sparse, bike sharing complements transit and provides better access to and from existing lines. In these places, bike sharing serves as an important first- and last-mile connector and increases public transit use.”

- Unraveling the Modal Impacts of Bike sharing, Access Magazine, 2015
- Usage of bicycles by men, women, children and tourists who either own bicycles or use bike share in the context of incomplete streets, protected bike lanes, and bike share environments was compared.
- Tim provided an overview of dockless bike sharing in China, and noted that this is also the bike share option being considered currently in Kelowna (Droppbike) and in Calgary. Bylaws and policies around where they can be parked in still under development.
- Question and answer period followed, including:
 - It was noted that helmets are not law in many cities that use bike share, and that some cities do not offer bike share in the winter months.
 - It was noted that regulations (the development of policies to prevent the bicycles being seen as a public nuisance) are a work in progress. One potential solution that has been developed is “dockless plus” which means they must be locked to a post or bike rack.
 - The bicycle locker option piloted at Century Park was discussed, and it was noted that for bike share the rate of usage (density) would have to increase, or it would be necessary to own a bike, to ensure availability in late evening/early morning.
 - Regional transit, provincial funding, and integrated payment systems were also discussed in relation to bike share as a mode of public transportation.

5. SUB-COMMITTEE UPDATES	INFORMATION
Transit Innovation	I. Hubert
<ul style="list-style-type: none"> • A meeting was held in January with four members in attendance. The main topics were transit hubs and machine learning or artificial intelligence and its application to ETS security and data analysis for increased efficiency. 	
First Mile/Last Mile	K. Peter
<ul style="list-style-type: none"> • The first official meeting of the sub-committee was held in January, and the draft terms of reference were circulated to the Board members for review and feedback with request for approval to be added to the February meeting agenda. A doodle poll will be sent out for a second meeting to be held in the second or third week of February with final submission targeted for end of March. 	
Gondolas and Cable Cars	V. Slavov
<ul style="list-style-type: none"> • Vlad provided an update on the status of the work of the sub-committee, including information gathered from three sources: the General Manager of the tramway in Portland, OR, the President of Creative Urban Projects, and citizens in Edmonton who submitted a gondola concept to the Edmonton Project. 	

6. NEW BUSINESS	INFORMATION
Draft Agenda for Annual Work Planning Retreat - Feb. 3, 2018	I. Roux
<ul style="list-style-type: none"> • The draft agenda was reviewed. It was noted that a facilitator would not be available for the retreat. Members were reminded that facility maps were attached to the meeting invite and attendance was confirmed. 	
Overview of Council Committees Leadership Training Session - Sat. Jan. 13	I. Roux
<ul style="list-style-type: none"> • Vlad, Charlie, Sean and Izak attended the training session and provided an overview. A copy of the slide presentation was also shared with members. 	
March 17 Chair Interview - Status Update	I. Roux
<ul style="list-style-type: none"> • The Chair Membership Interview with the Urban Planning Committee will be held mid-March and the related report has been submitted to the Office of the City Clerk. 	
Civic Agency Chair/Executive Networking Discussion	I. Roux
<ul style="list-style-type: none"> • The meeting date has been postponed to February 22nd. The details have been forwarded to outgoing and incoming Chairs and Vice Chairs. 	
Valley Line Update_ Public Artists Announced for the Valley Line LRT Southeast	I. Roux
<ul style="list-style-type: none"> • Members were encouraged to review the art selected for the Valley Line LRT Southeast. 	

7. INFORMATION SECTION		INFORMATION
ATU 569		M. Tetterington
<ul style="list-style-type: none"> N/A 		
DATS Advisory Group Update		B. Macklon
<ul style="list-style-type: none"> Nothing to report. 		
ETS Branch Highlights Report		I. Roux
<ul style="list-style-type: none"> The ETS Branch Highlights report was presented. Question and answer period followed, including requests for: <ul style="list-style-type: none"> Station cleaning schedule - process/program including weekends Security - number of Transit Peace Officers employed in ETS to compare with Calgary Shelter use policy during cold weather - other TC and Stations besides Central seem to be occupied Communications plan re: 747 - education about temporary fares/ETS outreach to riders OTP measures inclusion in Branch Highlights reports 		
Edmonton Arts Council - EAC		I. Roux
<ul style="list-style-type: none"> An ETSAB member may be invited to sit on a seven member panel of the Edmonton Arts Council for selection of Transit-related submissions in the future. Mariah will be the ETSAB liaison with EAC and provide updates to the Board as a standing item on the monthly general meeting agendas. 		
Accessibility Advisory Committee - AAC		I. Roux
<ul style="list-style-type: none"> Charlie has volunteered to represent ETSAB at meetings of the AAC and report back at the Board's general meetings with an update on transit related items as a standing item on the agenda. 		

8. Annual Board Elections		DECISION
		M. Lachance
<ul style="list-style-type: none"> Board Elections for 2018/2019 - Chair / Vice Chair were coordinated by Marc Lachance. <ul style="list-style-type: none"> Sean Lee was elected chair for his first term by acclamation. Charles Kelly was elected as vice chair for his first term by majority vote over Brian Curry. Other nominees declined to stand for the positions. Prior to the vote for Chair and Vice Chair the Board voted all in favour of selecting April 1st annually as the official start date for the incoming Chair and Vice Chair. This is the most logical alignment with the schedule of recurring linked deliverables (Annual Membership Report/Chair Interview and Annual Activity Report/New Member Orientation). 		

9. TOPIC OF THE NIGHT		DECISION
		V. Slavov
<ul style="list-style-type: none"> ETSAB held the annual elections for Chair and Vice-Chair. ETSAB received a presentation on bike sharing systems from a local advocate (Tim Querengesser). He noted that Toronto, Hamilton, Montreal, Vancouver and Ottawa all have bike share systems that play a significant role in bridging the first mile / last mile gap. 		

10. MOTION TO APPROVE MINUTES OF THIS MEETING		DECISION
<p>MOVED: by B. Macklon & seconded by P. Reid on February 26th, 2018 to approve these January 29th, 2018 minutes.</p>		CARRIED