



# FINAL Meeting Minutes

Monday May 27, 2024

6:00pm - 8:00pm Board Meeting Hybrid

Meeting No. 24.05

Prepared by Christy McKenzie

## Members Present:

Emily Batty(Chair), Mudasser Seraj (Vice Chair), Joshua Jackman, Zohra Jabeen, Bailey Gerrits, Eugene Masahkwe, Maria Owczarek, Rebecca Hardie, Lexi McFarlane, Shalene Williams

## Regrets:

Ken Kirk, Steve Bradshaw (President, ATU 569)

## City of Edmonton Staff:

Councillor Erin Rutherford, ETSAB Council Advisor  
 Marc Lachance, ETS Staff Liaison  
 Christy McKenzie, A/ETSAB Admin Support  
 Yasmine Koufahi, ETS Strategic Planning Analyst  
 Farid Abid, ETS General Supervisor, LRV Fleet Eng & Mtce

## Materials & Attachments:

- Meeting Agenda
- ETS Branch Highlights Report

<b>CALL TO ORDER 6:00 PM</b> Land acknowledgement	<b>E. Batty</b> Board Member
<b>AGENDA REVIEW DECISION</b>	
<i>MOVED: by B. Gerrits, seconded by E. Masahkwe to approve the May 27, 2024 agenda.</i>	
<b><u>CARRIED</u></b>	
<b>MOTION TO APPROVE MINUTES OF THIS MEETING DECISION</b>	
<i>MOVED: by E. Masahkwe, seconded by B. Gerrits to approve the April 29, 2024 minutes.</i>	
<b><u>CARRIED</u></b>	

<b>Presentation: LRV Seating Layout Options</b>	<b>Y. Koufahi, F. Abid</b>
<p>Farid Abid, ETS General Supervisor, LRV Fleet Engineering &amp; Maintenance and Yasmine Koufahi, ETS Strategic Planning Analyst presented information on LRT seating layouts for new LRT vehicles that ETS will be purchasing, followed by a Q &amp; A session.</p> <ul style="list-style-type: none"> <li>● Yasmine provided information on the project and the public engagement approach.           <ul style="list-style-type: none"> <li>● The Project:               <ul style="list-style-type: none"> <li>○ ETS will be purchasing up to 53 new LRT cars, of which 37 will replace aging U2 LRT cars; and 16 will be for service growth for the Capital line extension to Heritage Valley as well as the Metro line extension to Blatchford.</li> <li>○ The goal is to have the procurement contract awarded in 2025.</li> <li>○ When selecting a seating layout, guiding principles were used to facilitate decision-making, and have been embedded in the public engagement. These principles are “accessibility, safety, comfort and capacity”.</li> </ul> </li> <li>● Public Engagement:               <ul style="list-style-type: none"> <li>○ The project was added to the “<a href="#">Engaged Edmonton</a>” webpage. This is the City’s public engagement website. Background information on the three layouts and the pros and cons of each were included. It also had a link to the survey and a comment forum so citizens could add comments about the layout options.</li> <li>○ Another engagement outreach is through online surveys. A survey was sent out to <a href="#">Edmonton Insight Community</a> members, and an open link survey was advertised</li> </ul> </li> </ul> </li> </ul>	

on social media and the [ETS webpage](#), and QR code posters were created that were put up on LRT platforms and in the LRVs.

- Engagement sessions were also held with stakeholder representative groups. In the first phase of this, 100 community organizations were invited that represent youth, newcomers, seniors, women, people with disabilities, lower income families and other stakeholder groups. Three different session dates were offered, but only one organization responded.
- ETSAB and the Accessibility Advisory Committee are receiving engagement sessions in the form of presentations at General Board meetings.
- Farid presented three seating layout options with some pros and cons for each, and highlighted some accessibility features of the new LRT cars.
  - Option 1 is to keep the current LRT cars, which have double seating on both sides of the car, with the seats facing each other. There will also be longitudinal bench style seating in the center of the car for the priority seating area. This is the same layout as in the newer trains with the plastic seats.
    - Advantages:
      - Of the 3 options, this proposed design has the largest seated capacity.
      - Allows families and groups of 3 or 4 people to sit together more comfortably provided a group of seats is available.
      - People are familiar with this style.
    - Disadvantages:
      - Riders can put their feet on the seats which can make the seats wet and dirty.
      - Uncomfortable for some people to sit facing someone in close proximity.
      - Taller people can inadvertently block the seat across from them, simply because there isn't enough room.
      - Lowest standing room capacity.
      - This layout encourages people to congregate in the doors because of a narrower aisle width between the seats.
  - Option 2 is a longitudinal style seating, or seating that runs along the exterior walls facing towards the centre of the car. The priority seating in the current cars would be installed throughout the entire length of the car. LRT in Calgary has this style of seating. A photo with red seating shown was the interior of a Calgary LRT car.
    - Advantages:
      - This design has the largest overall capacity, because of the increased standing capacity and reduced seating capacity.
      - Most accessible seating from a barrier free perspective. (Provided seats are available).
    - Disadvantages:
      - Lowest seated capacity of the three designs.
      - Sitting sideways subjects people to uncomfortable forces during braking and acceleration.
      - Could encourage people to lay down on the seats by having long bench styles.
      - Calgary has provided feedback based on existing cars with this design, that depending on how people sit (slouching or with their legs straight out in front), this style can actually have reduced standing capacity, because the aisle space is taken up by legs and feet of riders that are seated.
  - Option 3 is referred to in the industry as "bus-style seating", where the seats predominantly all face the same direction, and face towards the center of the car. A manufacturer supplying other transit authorities seems to be trending toward providing cars with this layout design, with the seats all facing the same direction and predominantly facing the center of the car. There is still a priority and accessible seating area with longitudinal seating in the center of the car, which is the same as ETS' current fleet. One modification that is being proposed is to have double seats on one side of the car, and a single seat on the other side. There is also the option to go with double seats on both sides, but considering the guiding principles, this proposed style seems more desirable.
    - Advantages:
      - Seats are grouped together and predominantly all face the same direction so riders are not awkwardly facing one another.
      - Seats stay cleaner because riders will not be able to put their feet on the seat across from them.
      - Increased seated capacity in comparison to option two.
      - Most economical design from an overall capacity perspective.

- Riders can choose a seat to sit alone, so they are not sitting next to someone, provided a seat is available.
- Increased aisle room compared with Option 1, increases standing room capacity, and makes it easier to get in out of the aisle. This layout should not result in many people congregating in the doorways because the aisle is wider.
- Disadvantages:
  - Could be less desirable for larger groups and families than Option 1, where the group can stay together in one seating block, provided seats are available.
- Accessibility features of the new fleet. The procurement team will request a full scale LRV mock up prior to LRV delivery to gather feedback. This is an optional item provided we have sufficient budget to purchase the mock up. Some features include:
  - Priority Seating
    - 10% of seats will be priority
    - Clearly labeled
    - Moveable armrests
    - No seat pedestals, so there is room under the seats
  - Door functionality will be different
    - Illuminate when the door is released and opened
    - Each door will play an audio tone to help locate it similar to the valley line. Positive feedback has been received regarding how the Valley Line train doors operate in comparison to the current Capital and Metro lines.
  - On board announcements
    - Automatically adjust the volume level dependent on other ambient noise
  - Passenger alarms
    - Passengers do not need to move more than 5 m to activate the alarm
    - Every designated wheelchair area will have an alarm close by
    - Touch strips will have a different texture from the surrounding area
    - Red in colour / colour contrast.
- Question and Answer session followed. The presenters provided an opportunity for feedback on these 3 different seating layout options, and feedback on highlighted accessibility features:
  - Farid confirmed for Councillor Rutherford that feedback received in March regarding Valley Line LRT car doors closing too quickly is being investigated.
  - Yasmine confirmed there will be another round of public engagement after the decision is made on the LRT seating layout for additional feedback on other considerations, such as accessibility features, doors design, and a mock up, or possibly even virtual reality.
  - Members inquired about estimated numbers of seats for each type of car. Farid will share this with members.
  - Discussion around having the paired seats all face the middle and the single seats could face each other in case two people are traveling together.
  - Marc noted that bus boardings use automated passenger counters, whereas LRT cars do not have these, so this may account for the differences in ridership numbers reported.
  - Discussion around comfort levels with sitting backwards (creating a preference for Option 2 compared with Option 3).
  - Discussion around increased comfort, cleanliness and privacy when seats do not face each other. Preferences for Option 3 for this reason.
  - Yasmine noted that a "What We Heard" report will be published by mid-June to early July that will include a summary of all of the feedback gathered during the Public Engagement sessions.

<b>Member Introductions (Round Table)</b>	<b>E. Batty</b>
-------------------------------------------	-----------------

- |                                                                                                                                                                                                         |  |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| <ul style="list-style-type: none"> <li>● As this was the first meeting of the new term (May 1, 2024 to April 30, 2026) all members and staff provided introductions in a round table format.</li> </ul> |  |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|

<b>New Business/Updates:</b>
------------------------------

<b>a) Councilor Emerging Issues Update (Clr. E. Rutherford)</b>
-----------------------------------------------------------------

- |                                                                                                                                                                                                                                         |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"> <li>● Advised Board members to note the information in the ETS Branch Highlights report on page 4 regarding the Ride Transit Program Funding Update to Council discussed at the Executive</li> </ul> |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

Committee meeting on May 23. A follow up report listed on page 6 is due August 28th to the Executive Committee to address the Ride Transit Funding Gap. Councillor Rutherford advised the board to plan to attend this meeting and possibly prepare a Rapid Response, which would be valuable to Council.

- Also note upcoming reports to Council by ETS in June:
  - CO02358 Quarterly Update on the Transit Safety Plan and the Downtown Core on June 11 to City Council. Councillor Rutherford is interested in comparing stats from this with a recent EPS (Edmonton Police Service) quarterly report on Transit Safety.
  - CO02414 Sub-Committee Resource Options for Council's Edmonton Transit Service Advisory Board on June 19. (This is an information report).
- The upcoming report on Mass Transit: Implementing for 1.25 million people on August 27th should also be of interest.
- The tension between new LRT builds vs. BRT is likely to come up in future transit related conversations in Council. Councillor Rutherford would like this topic to be on ETSAB's topics to look into.

#### b) Annual Retreat Planning

- The ETSAB Annual Retreat is a full Saturday planning and team building session that will be held in September, allowing some time to get familiar with the Board operations but still have input on topics.

Working Groups	
<b>Fare Evasion Policies</b>	<b>E. Batty</b>
<ul style="list-style-type: none"> <li>• There will not be a full report created by the Fare Evasion Policies working group. The work done to date will assist with providing feedback for the report CO02262 - Infrastructure Enhancement for City Transit Facilities (Urban Planning Committee - September 17, 2024).</li> </ul>	
<b>Perception of LRT Safety</b>	<b>E. Batty</b>
<ul style="list-style-type: none"> <li>• The Perception of LRT Safety report should be ready to go with CO02359 - Quarterly Update on the Transit Safety Plan and the Downtown Core on September 10, 2024.</li> </ul>	
<b>Scope of Work Alternatives from Sub-Committee Non-Approval</b>	<b>E. Batty</b>
<ul style="list-style-type: none"> <li>• n/a</li> </ul>	

External Updates	
<b>ATU 569</b>	<b>S. Bradshaw</b>
<ul style="list-style-type: none"> <li>• n/a</li> </ul>	
<b>ETS Branch Highlights Report</b>	<b>M. Lachance</b>
<ul style="list-style-type: none"> <li>• Marc presented the ETS Branch Highlights report. Question and Answer period followed:           <ul style="list-style-type: none"> <li>○ Members requested a copy of the Valley Line LRT Design Guide referred to in the ETSAB Information requests section of the report.</li> <li>○ Members inquired about whether the LRT pedestrian crossing timings are monitored, and which group is responsible for those. The concern is about pedestrians crossing illegally at the Millwoods LRT stop/Transit Centre.</li> </ul> </li> </ul>	
<b>Accessibility Advisory Committee - AAC Liaison Update</b>	<b>Z. Jabeen</b>

- Zoran noted that she is not aware of the contact for AAC, and has not received an invitation to the meetings.

**Monthly Branch Update with Carrie**

**E. Batty**

- No meeting this month.

**Topics of the Night**

**R. Seraj**

- Members of ETSAB were presented with different seating options and features for new light rail vehicles. We also talked about ways to make these new trains easier for everyone to use, focusing on accessibility.
- At their first monthly meeting, new ETSAB members were welcomed and given a general overview of the board's activities.

**Motion to Adjourn**

**CHAIR SIGN-OFF**

DocuSigned by:  
*Emily Batty*  
AAAF9B71FF425495...