

Minutes for BRS-Transit meeting

Monday, 26 March 2018 @ 3:30-5:00PM

Location: Committee Room B at City Hall

Present: Cory Shrigley, Allison Gray from Transit; Peter Gallén, Curtis McCoshen from BRS.

FOLLOW-UPS

1) Train-the-Rider/Trainer:

- a. BRS discussed their meeting with the Cliff Wright Branch of Saskatoon Public Library (SPL) at Lakewood Leisure Centre in Wildwood. Of note were:
 - i. SPL was informed about Transit's Train-the-Rider and Train-the-Trainer initiatives to combat 'functional illiteracy around transit use' and hoped that SPL could be of assistance. SPL was willing to offer space for such events and might put out sign-up sheets for Train-the-Rider sessions operated by others.
 - ii. SPL was very interested in providing display space for Transit, although Transit would need to ensure that the materials remain up-to-date.
- b. As the current schedule displays in each Library Branch and Leisure Centre are very labour intensive to keep up to date and perhaps no longer the best way to promote and inform about transit, BRS suggested to Transit that they might want to contemplate something entirely different in these locales.
- c. BRS informed Transit that SPL does provide training in computers and cell-phones that might lend itself to training on transit apps, or online info-gathering and print-outs.
- d. Transit requested suggestions from BRS regarding suitable organizations for the Train-the-Rider/Trainer program in order to spread the word as widely as possible.
- e. BRS informed Transit that Outreach Services at SPL had been recommended as someone worth contacting regarding Train-the-Rider/Trainer.
- f. Transit informed us that the next set of Train-the-Rider/Trainer sessions are due to start in May and will continue well into the summer.
- g. BRS made Transit aware of the Champion-program in Regina, which provides hands-on assistance to people to take conventional transit instead of 'Access Transit'.

Minutes for BRS-Transit meeting

Monday, 26 March 2018 @ 3:30-5:00PM

- h. If Transit wants to recruit BRS-members as Bus Buddies on our Fb-page, BRS requested a digital brochure describing the purpose, tasks, qualifications and enrolment procedure.
- 2) HDR-project: BRS was interested in the next steps that are required to implement the BRT and new conventional transit network.
- 3) BRS's Safety Report: Transit was informed that an Action Group within BRS was being formed and would hopefully be functional in April. The intent is then to have the group interact with Transit at our regular monthly meetings.
- 4) Visually Impaired issues:
 - a. Transit was informed that an Action Group within BRS was being formed to begin its work in the fall.
 - b. Transit was very interested in further exploring the issue of QC-codes and Blind Square.

NEW ITEMS

- 1) Fare Review:
 - a. Transit is currently undergoing an extensive process of company/system review of Fares and Fare Collection Systems.
 - b. Transit will provide an update on their process at either the April or May meeting.
- 2) Snow Clearing:
 - c. Particular concerns regarding Bus Stops:
 - i. BRS noted that adequate snow/ice clearing is of absolutely vital importance to the visually and mobility impaired communities as well as the elderly, children in strollers and many others among the general ridership.

Minutes for BRS-Transit meeting

Monday, 26 March 2018 @ 3:30-5:00PM

- ii. BRS observed that some bus stops are located along grass-covered 'boulevard strips' (between sidewalk and roadway), which are poorly suited as platforms in both summer and winter.
- iii. BRS observed that bus stop platforms and shelters are often inadequately cleared of snow even though the sidewalk may have been adequately cleared:
 - 1. There is often a windrow across the entrance to the bus shelter after the City's Parks Department has cleared the sidewalk.
 - 2. In many cases the platform has been cleared at the front door of the bus, but riders end up disembarking into a snowbank at the rear doors.
 - 3. Splatter from the street often ends up on the platform and then freezes, which requires repeated, special attention.
- iv. Transit noted that:
 - 1. they intend to clarify the degree of care required at bus stops in time for the next snow season and then ensure that the appropriate 'parties' have been informed of their responsibilities to keep the stop cleared.
 - 2. the adjacent property owner is the designated 'party' responsible for snow-clearing of bus stops (sidewalks, 'boulevard-strips', platforms and shelters) and thus the task is handled either by i) individual residents, ii) condominiums/apartments or their contractors, iii) local businesses, iv) BIDs, v) the City's Parks Department or their private contractors.
 - 3. the streets are cleared by the City's Roadways Department or their private contractors. BRS wondered if it is the City's responsibility to remove any windrows that have been dumped in front of the platform or off the street onto the platform or sidewalk.

In conclusion, BRS thought it quite unfair that those property owners that are unlucky to find themselves with a bus stop (or perhaps even a station in

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the near future) must keep them clear of snow and ice, which typically requires clearing a much bigger area than the sidewalk at other properties.

- d. Particular concerns regarding Roadways Priorities:
 - i. It was observed that the City classifies its street into three categories with regard to snow-clearing: Priority 1, 2 or 3, each with an increasingly longer response time. Priority 1 currently includes Circle Drive, 22nd Street, 8th Street, Idylwyld Drive and College Drive with scant regard for the actual bus routes on these streets. BRS noted with dismay that all bus routes currently fall into Priority 2, which has a 36 hour response time; a time that in practise may be much longer when attention repeatedly reverts to Priority 1 streets.
 - ii. BRS expressed concern that current snow-clearing priorities might make it difficult for Transit to provide the necessary service during a severe blizzard. As a remedy, BRS suggested that Transit might want to consider being designated the 'primary people mover' in the City during and after an emergency such as a storm or flood – this would in turn require pre-planning and specific measures to then be able to perform that function.
 - iii. As a potential interim remedy, BRS suggested that Transit might want to consider classifying a few bus routes as Priority 1, certain others as Priority 2 and the rest as Priority 3 with the idea being that the snow-clearing priorities would be adjusted to correspond with these bus routes. In particularly severe cases, buses from Priority 3 routes could be re-routed to higher priority routes to cope with increased demand on these key routes.
 - e. In response to the inevitable question of where to get the money, BRS suggested that existing funds would be redirected from funds presently spent on roadways that do not serve transit and key commercial traffic.
- 3) Upcoming Transit plans – new FTC to the NE:
- f. Transit provided a brief summary of the draft plan for the new Frequent Transit Corridor (FTC) and associated changes to the conventional network that will serve the NE-sector.
 - g. Transit has already begun consultations with key stakeholders.

Minutes for BRS-Transit meeting
Monday, 26 March 2018 @ 3:30-5:00PM

- h. Transit announced that an open house will take place on April 17th to obtain the public's input for the draft plan, before it is finalized and implemented on July 1st.
- 4) TTC's Etiquette Booklet:
- i. BRS wondered if Transit would be interested in using the hilarious (paper/electronic) booklet called 'Unwritten rules of Public Transit Etiquette written down' to combat unacceptable behaviour in transit vehicles and facilities in a friendly, humorous way.
 - j. BRS also wondered if Transit would be interested in inquiring at the next CUTA meeting if/how publications issued by one member organization could be shared by any other member organization (i.e., transit service) in order to reduce duplication of effort.
- 2) Notices from Transit to BRS:
- a. Transit announced that they are interested in describing their Train-the-Rider/Trainer program as a worthwhile outcome of Transit's regular meetings with BRS.

NEXT MEETING: Monday, 16 April 2018, 3:30 – 4:30 pm at the COC (confirmed)