

Minutes for BRS-Transit meeting
Monday, 28 October 2019 @ 3:30-5:00pm

Location: Committee Room B at City Hall

Present: Rob Dudiak, Project Manager for the BRT project; Cory Shrigley, Allison Gray, Taha Najam from Transit; Peter Gallén, Robert Clipperton, Curtis McCoshen (with regrets from Doug Rudolph) from BRS.

MEETING ADMINISTRATION

- 1) Allison was appointed Chair of this meeting, while Peter will provide the minutes.

USSU ITEMS

- 2) USSU was not present at this meeting.

TRANSIT ITEMS

- 1) Upcoming Transit initiatives:
 - a. Remembrance Day:
 - i. As described on Transit's website, free transit service using designated buses sponsored by RBC will be provided from Downtown , Market Mall and Centre Mall Terminals to the Remembrance Day Ceremony at SaskTel Centre on November 11.
 - b. Jingle Bell Express:
 - i. The annual Jingle Bell Express service will run again from December 7 to 23 and on Boxing day, with advertising commencing on November 18.
 - c. New Bus Routes next year:
 - i. Transit is considering a new pilot route along the cultural/entertainment corridor from Farmers Market via rRemai Gallery and Persephone Theatre to Nutrien WonderHub and Playland, and Shakespeare on the Saskatchewan before returning via the Downtown Terminal.
 - ii. Transit has initiated preliminary discussions with several seniors' residencies with the intent to providing targeted service on alternate week days. The purpose of these engagements is to identify the degree of interest and potential destinations.

BRS ITEMS

The main agenda item for meeting was an update about the Bus Rapid Transit project with Project Manager Rob Dudiak, including a critical review of HDR Corporation's document *Saskatoon BRT Bus Station Design: Basic Design Criteria*, dated September 2017.

2) Current Activities and Timelines:

- a. BRT stakeholders:
 - i. A request for participants in the Broadway Stakeholder Group has gone out. Selection is blind by having any identifying personal information removed in the evaluation process.
- b. BRT funding:
 - i. Contingency plans are being prepared in the event of diminished ICIP-funding.
- c. BRT design:
 - i. Geometric design and plan view of the Blue Line was completed last week.
 - ii. Although construction does not begin until 2022, the City's planning, design and engineering services consultant on the BRT project, HDR Corporation, must conclude all its work by March 2020 in accordance with the stipulations in the federal PTIF-funding agreement (i.e., Phase 1 of the subsequent ICIP-funding agreement). This looming deadline leaves very little wiggle-room for extensive engagement and consultations with outside stakeholders before final technical decisions must be made.
 - iii. Location of Bus Stops/Stations for the BRT:
 1. The location of BRT-stops/stations serving the high-schools at the Shaw Centre and the Soccer Centre require further consultations.
- d. BRT Station Design Criteria:
 - i. The difference between a Bus Stop and a BRT Station was discussed.
 - ii. The importance of excellent (i.e., safe, convenient, timely) rider movement between the platforms of intersecting bus routes was emphasized.
 - iii. Since predictability is important for visually impaired riders, a suggestion was made to develop a family of bus stops with consistent layout from the most primitive, temporary stop to the most elaborate, high-capacity Arena station.
 - iv. The current plans for the BRT-system includes 85 platforms serving 48 locations. All platform locations have been reviewed through site visits to conform with the City's Crime Prevention through Environmental Design strategy.
 - v. BRS reminded the participants that the bus stops must be able to function well in all four seasons and must serve children and senior citizens, visually/mobility impaired individuals, parents with young children and baby carriages, and individuals carrying grocery bags in addition to the fully fit 'standard' commuter rushing to work.
 - vi. It was noted that annual snow-clearing of bus stops costs \$8 per square meter.
 - vii. Station Platforms:

Transit provided BRS with dimensional drawings of the proposed station platform layout including amenities.

 1. BRS found it difficult to get a 'feel' for the proposed station just by looking at the drawings. Access to a mock-up station would be helpful in order to get a more realistic experience of the available space and the layout and functionality of the amenities.

2. BRS noted that predictability in the layout of individual amenities, such as signs, shelter, benches, garbage receptacles, etc. would make it easier for riders with visual impairment to orient themselves. The provision of a tactile strip parallel to the curb was emphasized.
- viii. Shelter design:
1. In order to facilitate desired variability between shelters while maintaining technical feasibility, longevity, easy maintenance, user functionality and reasonable lifetime cost a suggestion was made to design a series of allowable shelter Types that can be enhanced by variations in aesthetic Form.
 2. In order to aid in the selection of suitable shelter design, BRS suggested that current standard shelters might be borrowed/purchased from other transit agencies in Canada that face similar climate (e.g., Ottawa, Toronto, Montreal, Calgary, Edmonton or Winnipeg). Using existing funds for bus shelters, these pilot shelters could be erected around Saskatoon before making a final decision.
- ix. Other platform amenities:
1. The installation of garbage, recycling and cigarette receptacles was strongly recommended. Emptying should be included in a regular, city-wide program for all public receptacles.
 2. Flip-up seats on the outdoor benches to keep the seats free of snow and rain were suggested. It was noted that the placement of benches inside shelters, while providing a good view of the approaching bus, must not constitute a hindrance to the movement of mobility devices.
 3. Regarding CCTV-cameras at bus stops it was noted that live monitoring would be preferable. The monitoring could be triggered by software-based alarms and should be fully integrated into a city-wide monitoring program for all surveillance systems.
- x. Particular issues:
1. The routes and arrangements of parades, festivals and other street events (e.g. on Broadway and Downtown) should be such that they do not interfere with the smooth operation of transit – especially the BRT. A suggestion was made not to detour the BRT on Broadway and instead allow it to run through the festival site there.

NEXT MEETING: Monday, 25 November 2019, 3:30 – 4:30 pm at City Hall (confirmed). Topic: discussion about transit buses with Transit's Maintenance Manager Paul Bracken.