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August 31, 2007

To: Board of Governors of Exhibition Place

From: Dianne Young
Chief Executive Officer

Subject: Use of The Express People Mover Trains outside the CNE Period

Purpose:

This report is to update the Board on the use of The Express People Mover trains at Exhibition Place.

Financial Implications and Impact Statement:

There are no financial implications resulting from the adoption of this report.

Recommendations:

It is recommended that the Board receive this report for information purposes.

Background:

At the Board of Governors meeting of July 13, 2007 it was requested that staff review the possibility of having the CNE People Mover Trains available outside the CNE period.

Comments:

The People Mover trains (PM-100) were designed for use at the Canadian National Exhibition. The intended use of the train was to transport CNE patrons around the Exhibition Place grounds when the roads are closed to the public. As used by the CNE the PM trains consist of 2 cabs that hold 31 people each (61 total) and are pulled by a Ford 3910 tractor with a fibreglass shell.

There are many licensing and regulatory challenges which prevent the trains from being used outside of the CNE and on public roads not closed for traffic which are as follows:

- a) The People Movers were designed by the manufacturer to be used only on private property with a dedicated pathway and not on public roads; they are not classed as vehicles under the Highway Traffic Act and do not have a valid permit to operate on a public road. Due to this factor, if used on a public road they must have a police escort.
- b) The People Movers pose a large liability for the transport of the public outside of a controlled environment (i.e. the controlled park setting of the CNE) as they are not equipped with seat belts or any safety or crash protection equipment as required under Reference 2.2.5 of the Highway Traffic Act.
- c) The People Movers do not have the clearance required to maneuver the various terrains found on the City streets. Low clearance and rough terrain will cause the train to bottom out. Additionally the People Movers are very wide, cannot be operated in reverse and have a large turn radius.

In addition to the licensing issues, there are operational reasons that regular use of the People Movers outside the CNE period is not recommended by staff which are as follows:

- The PM-100 is very sensitive to changes in terrain and elevation. The previous routes used for the CNE have been modified to ensure that the route is clear, there are minimal changes in elevation and that the People Movers now run only in one direction.
- Low train clearances make it difficult or impossible to go over uneven road surface or steep road grades such as found on Ontario and Newfoundland Drive by Lake Shore Boulevard.
- The external body is made of fiberglass material that is not designed to withstand vehicular impact loading.
- Due to the size of the trailers and the large turning radius trains cannot be run in opposite directions.
- If stopped suddenly a jerking motion is created. This jerking motion also applies to start-up due to the manual clutch.
- The trains are pulled by a Ford 3910 tractor with a manual clutch. The start-up acceleration can be bumpy, even on very flat terrain. A hydrostatic tractor, that would provide a smoother acceleration, does not have required torque necessary to adequately accelerate the PM-100 during start-up.
- The PM-100 has not been used or tested in winter or inclement weather conditions.
- Skilled and experienced staff drivers are difficult to find.
- The power unit is completely enclosed, is very loud and hot for the drivers. It is difficult for the drivers to hear (they wear a wireless stand-alone radio system to communicate with the coach attendant).
- The manufacturer specifies that the PM-100 is designed "specifically for use on Exhibition Place property. The PM-100's 11 inch step limits its range of travel to flat routes ... The PM-100 People Mover was designed to be used on private property and not to be used on public roads which consist of regular traffic."

However, despite the operating issues with the People Movers, if, in the future, events are booked within the grounds of Exhibition Place and vehicular traffic is prohibited or restricted on

the Exhibition Place roads and large crowds are being moved, staff can explore implementing the use of the People Movers under similar operating procedures as those used during the CNE.

Conclusion:

This report outlines for the information of the Board the use of the People Movers at Exhibition Place.

Contact:

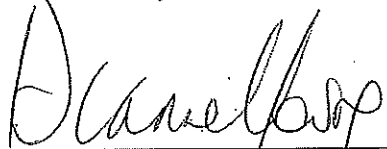
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Submitted by:



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