



Northwest LRT

Public Involvement Fact Sheet 2010

www.edmonton.ca/LRTProjects

June 2010

Overview

In 2009, the City of Edmonton started a study to evaluate potential Northwest LRT corridors that would connect the planned NAIT station to a future park and ride facility at the northwest city limits.

Over 1,300 people have participated in Northwest LRT public involvement activities to date, by attending workshops, responding to an online questionnaire, participating in interviews, and joining an online discussion forum. The information gathered was used to seek local knowledge about potential benefits and impacts, as well as to identify items for further study once a recommended route would be selected.

In advance of the statutory public hearing planned for June 22, 2010, additional information sessions are now conducted and further stakeholder contact is made.



Key Themes

Overall

Participants brought forward a broad range of issues and thoughts throughout the process. An overall theme that underscored the process was that the LRT expansion must serve key destinations, including residential, commercial, and future activity centres. Issues of traffic impacts as well as a need to ensure that LRT planning integrates and complements other transportation modes were also noted. In addition, there was a desire for mitigations to address impacts on parks/recreation areas and properties, as well as concerns about security and safety.

113 A Street

It was noted that this corridor had the potential to encourage higher density development and green communities in Castledowns and Griesbach, including good access to shops, parks, and recreation centres. However, property acquisition and traffic impacts near Grand Trunk would need to be addressed, as well as safety and security concerns since this corridor would be in proximity to a park.

127 Street

Participants acknowledged that adding a LRT line along this roadway would ease traffic congestion. The option to include a section of LRT on 118 Avenue was also considered as an action that could support revitalization in that area. The most prevalent theme was the concern that a reduction of traffic lane as a result of adding a LRT line would significantly impact traffic congestion. Significant property acquisition in order to maintain those lanes led to concerns about residential and community disruption.

St. Albert Trail

This corridor was recognized as the quickest and most direct route option, providing great access for St. Albert residents and commuter traffic, easing traffic congestion, as well as benefiting businesses located along the corridor. The most prevalent theme was a concern that it would not serve Edmonton communities. As well, there was a concern that adding LRT to this corridor could impact major good movement corridors and miss urban opportunities that would encourage higher density development.

Participation

Online questionnaire (Feb 10-March 3)	1,199 participants
Face-to-face interviews with stakeholders	10 completed
2 public workshops (March 23-24)	142 participants
Online discussion forum (March 22-April 19)	30 participants
TOTAL	1,381

March 2010 public workshops

- Of the 142 participants at the March 2010 workshops, 62 completed survey forms.
- 76% of the respondents indicated the information presented was useful and informative. 16% were neutral and 6% disagreed.
- 78% of the respondents indicated the information was easy to understand. 16% were neutral and 4% disagreed.
- 81% of the respondents felt the project staff was helpful, friendly and accessible. 13% were neutral and 4% disagreed.
- 61% of the respondents indicated they were able to find satisfactory answers to questions. 28% were neutral and 14% disagreed.
- 82% of the respondents indicated they had a better understanding of the project because of their attendance. 5% were neutral and 11% disagreed.

Next Steps

If City Council approves the NW LRT corridor, further engineering and public consultation will be needed to identify major features such as:

- Where the LRT would be located within the corridor (side of street or middle)
- Changes to the roadway network (number of lanes, access strategies for communities/businesses)
- Locations and configurations of LRT stations, connections for community and pedestrian access
- Property requirements

Concept planning work is scheduled to take place in 2011.