



City of Edmonton

Valley Line (Southeast to West) LRT Preliminary Design

Stakeholder and Public Engagement Process Stage 4 – Refinement Report July 2013

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Date:

August 2013

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Revision Log

Revision #	Revised By	Date	Issue / Revision Description
1	Carol Craig	August 26, 2013	Incorporate City Comments

Signatures



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1. Introduction

Preliminary Engineering for the Valley Line (Southeast to West) LRT was initiated by the City of Edmonton in late 2011 with a goal to prepare for construction of a low floor LRT system which extends from Mill Woods Town Centre in Edmonton's southeast to Lewis Farms in the west. As the public plays a key role in providing local/community level input as one element to inform the preliminary design, a five-stage public involvement process was planned to obtain public input and report back on how the input was, or was not, used and why.

This report provides a summary of input, as well as verbatim comments received at the Stage 4 Refinement meetings for Areas 1 to 6 (Mill Woods Town Centre to the Lewis Farms Transit Centre).

2. Public Involvement Process

Following the City of Edmonton's Public Involvement Policy and framework, a Public Involvement Plan was developed to guide the process (See Appendix A: Public Involvement Plan). The plan involves five stages:

- Stage 1: Pre-Consultation (November - December 2011)
- Stage 2: Initiation (March - May 2012)
- Stage 3: Consultation (Areas 1 to 4 - May to June 2012 and Areas 5 and 6 - November 2012)
- Stage 4: Refinement (Areas 1 to 4 – September 2012 and Areas 5 and 6 - May 2013)
- Stage 5: Conclusion (Areas 1 to 4 – June 2013 and Areas 5 and 6 – September 2013)

The Concept Plan that specified the corridor, track alignment and station locations for the majority of the Valley Line (Southeast to West LRT) was approved by City Council in January 2011, with the downtown being approved in February 2012. The alignment was divided into six areas and the public involvement process has adopted these areas as an organizational structure. The six areas are:

- Area 1: Mill Woods Town Centre to Whitemud Drive
- Area 2: Whitemud Drive to Argyll Road
- Area 3: Argyll Road to Strathearn
- Area 4: Strathearn to City Centre West
- Area 5: City Centre West to 149 Street
- Area 6: 149 Street to Lewis Farms Transit Centre

Four *Stage 4 Refinement* meetings were held—one meeting for Areas 1 and 2 combined, one meeting for each Areas 3 and 4, and a combined meeting for Areas 5 and 6. The goal was to provide information and gather feedback on specifics to each area, as well as general project information.

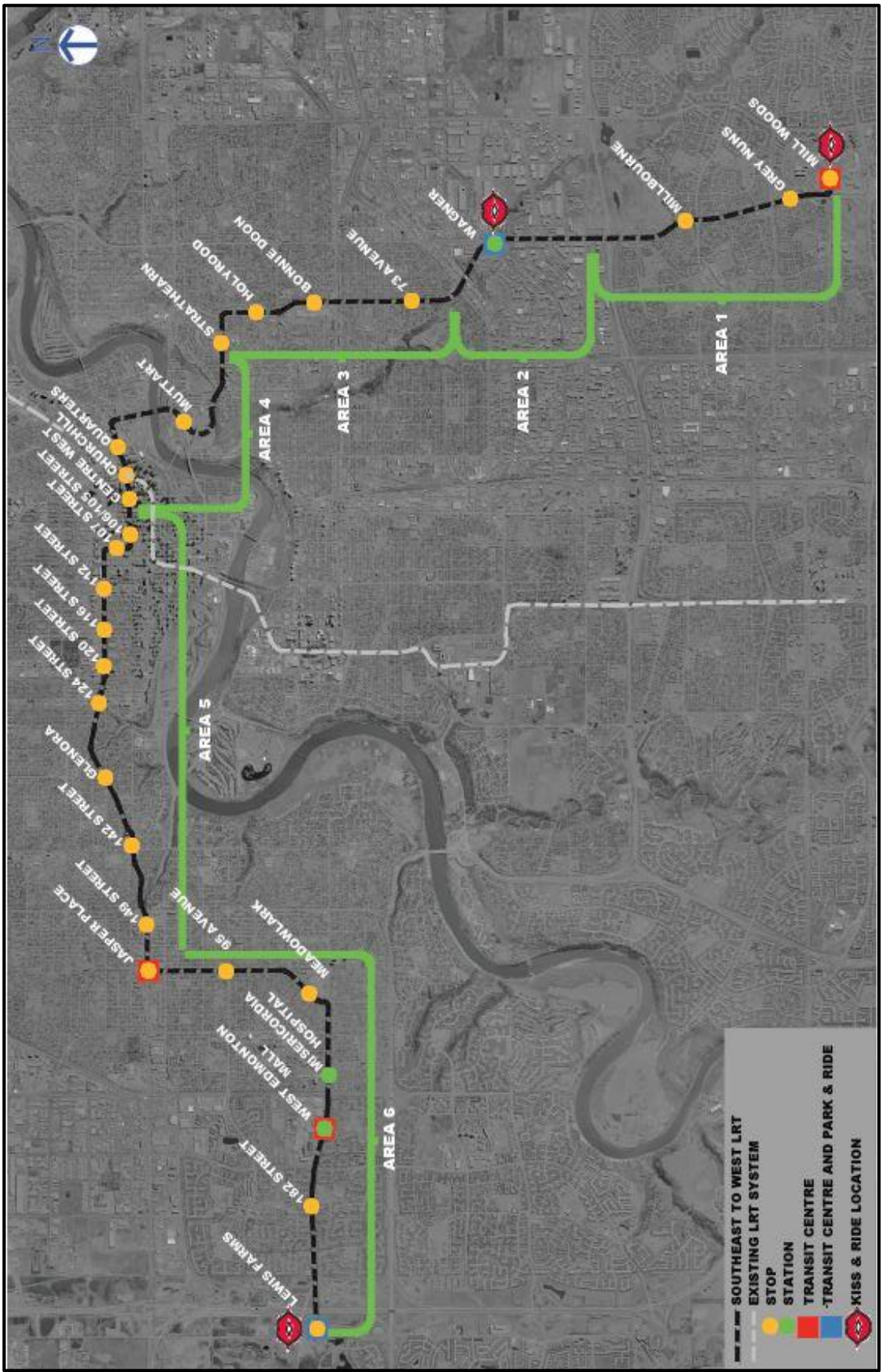


Figure 1: Overall Corridor Map

3. Stage 4 Refinement Process

The focus of the public meetings in *Stage 4 Refinement* was to present and obtain input to the recommended stop/station designs and corridor and access plans for each area, detailed changes to roadways and related concepts for connectivity, pedestrian and cyclist accesses.

Specifically, the overarching purposes of *Stage 4 Refinement* were:

- To educate and inform participants about the project, purpose, timeline and public input opportunities.
- To provide the opportunity for stakeholders to have direct input to the design elements in and adjacent to stops/stations and other areas specific to the community.
- To obtain input on the recommended stop/station designs and detailed corridor and access maps.

To accomplish this, *Stage 4 Refinement* was comprised of four public events. The following table summarizes the dates, locations and attendance for each of the events.

Table 2: Stage 4 Refinement:

Date	Area	Location	Approximate Attendance
September 19, 2012	Areas 1 and 2: Mill Woods Town Centre to Argyll Road	South Edmonton Alliance Church 6508 – 31 Avenue	87
September 20, 2012	Area 3: Argyll Road to Strathearn	Four Points Sheraton 7230 Argyll Road	87
September 24, 2012	Area 4: Strathearn to Centre West	Northern Alberta Pioneers Cabin (Old Timers Cabin) 9430 – 99 Street	99
May 14, 2013	Areas 5 and 6: Centre West to Lewis Farms	West End Christian Reformed Church 10015-149 Street	187

Events were advertised through the following methods:

- Roadside signs
- Direct mail flyer – mail drop to impacted and adjacent community residents and businesses
- Ads in Edmonton Journal and Examiner
- City of Edmonton website
- Email message to project database of interested individuals/organizations
- Social media

Examples of the communication materials can be found in Appendix B.

Input received during *Stage 2 Initiation* was used by the design team to develop a theme and concept for each stop and station along the corridor including colours and aesthetic treatments for elements such as railings, waste bins and paved surfaces. In *Stage 3 Consultation*, participants were asked to review the options presented and indicate if the design team was proceeding in the right direction, and to provide any additional input to direct how the LRT might integrate into each neighbourhood. *Stage 4 Refinement* provides a further refinement of the design and seeks public ratification of the options as well as input on new information presented.

Specifically, participants were asked for feedback on:

- The recommended look and feel of each stops and stations (landscape architecture, colors, treatment, public art)
- Important connections and access points, as well as landscaping
- Confirmation of how amenities will look

In specific areas, design options presented for feedback included the river portal, the 102 Avenue downtown portal, the Argyll Wagner LRT Bridge and Station, the West Edmonton and Misericordia Station building designs and the new pedestrian bridge at Connors Road. The preferred canopy shape (organic) was presented to all areas. LRT Bridge to cross the North Saskatchewan River Design options were presented in Areas 1 to 4. The selected LRT Bridge to cross the North Saskatchewan River was presented to Areas 5 and 6. The selection (based upon cost, aesthetics, technical requirements, and feedback from the public) occurred and was approved by Council on March 14, 2013; after the Areas 1 to 4 meetings and before the Areas 5 and 6 meeting. Environmental Impact Assessment information was presented in Areas 5 and 6. Attendees were also invited to provide comments on any of the other project information presented at the events.

3.1 Event Format

The format for meetings held for Areas 1 to 4 was a drop-in open house held between 5:00 and 8:30 p.m., while the Areas 5 and 6 meeting was held from 5:00 to 8:00 p.m. A formal presentation specific to the area took place at 5:30 p.m. and was repeated at 7:00 p.m. Each presentation was followed by a brief question and answer session. Display boards and roll plans provided project information and representatives from the project team were available to answer questions and provide additional information at the Areas 1 to 4 meetings. A reduced set of boards (as compared to Areas 1 to 4 meetings), reflecting general information such as vibration, public art, and approved corridor, and roll plans were provided for Area 5 and 6 meeting along with project team representatives. This was supplemented with staffed 'Prezi'-style electronic presentations with stop/station specific information as well as information on alignment, corridor and other elements. City projects near or adjacent to the LRT corridor were also represented at the meetings, i.e., Civic Precinct Master Plan, Neighbourhood Renewal, the Quarters Redevelopment, Jasper Place Revitalization Strategy, Stony Plain Road Streetscape Initiative, Transit Oriented Development and various neighbourhood renewal projects that abutted the LRT corridor.

3.2 How Information Was Shared

For Areas 1 to 6, information was provided through display boards and corridor maps, a formal slide presentation (5:30 and 7:00 p.m.) that provided detailed information on the project (including stops and stations), as well as updates on progress, project decisions and information on the participants' final role in the public involvement process and how their input would be used. A revolving slide presentation also provided background information on the project. A full scale banner showing the relationship of the train vehicles to the platform was also provided.

While display panels and area maps were key tools used to provide information at the Areas 1 to 4 meetings, information was also shared using a 'Prezi'-style visual presentation during the Areas 5 and 6 meeting. This involved the use of four computer/monitor stations, which were operated by technical experts. Attendees learned about the

corridor by asking the operator to zoom in on specific areas of interest to view details. As indicated above, this was supplemented with general topic boards and corridor maps.

During the “open house” portions of the event, project team members including City of Edmonton staff and consultants answered questions and provided information. Fact sheets specific to the project and other related topics were also available for attendees.

The information was also provided on the City website (www.edmonton.ca/LRTprojects) along with an interactive map.

3.3 How Information Was Received

Formal input was gathered via a comment form (See Appendix D) which respondents could fill out either at the event or online at the City of Edmonton’s LRT project webpage. Participants could also record comments on “sticky notes” and place them directly on the display materials at the events. At the Area 5 and 6 meeting, participants could also leave comments with the technical expert/operator at the Prezi station. A summary of input, as well as verbatim responses received on the comment form, sticky notes and at the Prezi stations is included in this document.

A survey was hosted on the project website, and stakeholders and the public could provide feedback through the LRT Projects email address and hotline. The comments were summarized by the City for use by the design team. Input received from the public is considered together with other elements including technical and design guidelines, feasibility and constructability, community impacts, City of Edmonton policies, etc. to inform the design team in preliminary engineering. This is especially important when input received from the public provides conflicting viewpoints on a single element.

Preferred options for stop and station aesthetics and other input gathered will be presented at the *Stage 5 Conclusion* public events in 2013.

4. What We Heard Overall

Overall, participants at the public involvement events are showing general support for the Valley Line (Southeast to West LRT) and are better understanding the project, its timelines and limitations/constraints. The amount of comments received about dissatisfaction about the overall project, the corridor, safety and other impacts are minimizing as the project moves forward and residents are provided with more information. Concerns about impacts such as parking, traffic congestion, the desire for additional Park ‘N’ Ride locations, construction costs and timelines, impacts on property values, impacts on the existing transit network, noise and vibration impacts, property acquisition, pedestrian and bicycle access, as well as environmental impacts, especially in the river valley, continue to be voiced.

Participants are generally pleased with the recommended themes and aesthetic elements presented for each stop and station. Input provided at the *Stage 4 Refinement* events and online will help to finalize the design direction for stops and stations that will be presented during *Stage 5 Conclusion*.

As in previous stages, event attendees and respondents continue to voice opinions about their desire for a seamless integration of the LRT into their neighbourhoods, noting that minimal infrastructure and appropriate landscaping including many trees and green spaces could help meet this goal. There are many requests to make decisions that would minimize the impact to the trees along the corridor and to ensure that as much tree planting and development

of green spaces as possible take place following construction. Area 5 and 6 residents noted that the 156 Street Stop should have a more historical theme, a theme they believed was better presented during the last round of consultation (Stage 3). Overall little direction for the West Edmonton Mall and Misericordia Station buildings was provided by stakeholders.

Noise continues to be a concern and respondents noted where they believe noise mitigation will be essential along the corridor, as well as suggestions on what techniques could be used. Participants also provided many comments about pedestrian areas and access points, including specific requests for crosswalks and sidewalks. Many comments were also received about bus stops along Stony Plain Road, both questioning their locations and presenting opposing views as to whether to have stops along this corridor or not.

Stage 4 Refinement feedback shows support for the Connors Road Concept Plan Amendment Alternate Design (at the top of the hill) as well as positive comments about the designs provided for the Connors Road Pedestrian Bridge. LRT Bridge to cross the North Saskatchewan River Design options were presented in Areas 1 to 4. The selected LRT Bridge to cross the North Saskatchewan River was presented to Areas 5 and 6 as the extra-dosed bridge option was approved by Council on March 14, 2013; after the Areas 1 to 4 meetings and before the Areas 5 and 6 meeting.

In the west, there is a push for the City to revisit the Council approved corridor design around West Edmonton Mall, specifically at the 178 Street and 87 Avenue intersection. Many respondents suggest raising the LRT over 178 Street to not impact what is already a congested traffic location. Some respondents also noted that the West Edmonton Mall Station would be preferred with a centre platform. Limited emergency vehicle access to the community in the Meadowlark area was also voiced as a concern

Issues continue to be raised by the communities in the Connors Road area, Muttart Stop area, and Quarters Stop and portal area relating to geotechnical issues, environmental impacts, aesthetics and other impacts to the community. The City of Edmonton continues to work with these stakeholders in smaller group settings to address concerns and questions.

Information about the project's Environmental Impact Assessment and maps indicating affected areas were displayed during the Area 5 and 6 meeting. A few comments about specific topics were received. These are included in Appendix H of this document.

Appendix A – Public Involvement Plan

Please go to the following link for the highlights of the Public Involvement Plan:

[http://www.edmonton.ca/transportation/Preliminary_Design_Process - SE to W LRT Feb 2013.pdf](http://www.edmonton.ca/transportation/Preliminary_Design_Process_-_SE_to_W_LRT_Feb_2013.pdf)

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Appendix B – Communication Materials

This appendix contains samples of communications materials developed by the City of Edmonton for this project.

SOUTHEAST TO WEST LRT COMMUNITY CONVERSATIONS

TRANSFORMING | **EDMONTON**

BRINGING OUR CITY VISION TO LIFE

GET INVOLVED

September 19 Areas 1 and 2

MILL WOODS TOWN CENTRE TO ARGYLL ROAD

South Edmonton Alliance Church 6508-31 Avenue

September 20 Area 3

ARGYLL ROAD TO STRATHEARN

Four Points Sheraton 7230 Argyll Road

September 24 Area 4

STRATHEARN TO CITY CENTRE WEST

Old Timers' Cabin 9430-99 Street

See Area Maps at edmonton.ca/setowestlrt

All meetings will be come and go from 5pm to 8:30pm, with identical formal presentations at 5:30pm and 7pm

The refinement of Southeast to West LRT stops continues with this new series of meetings. If you've shared your thoughts on the look and integration of stops at previous meetings, this is a chance to provide feedback on the latest stage of design. If you're new to the process, your opinion on the designs is still welcome.

This will be a drop in event with two identical 30 minute presentations. You'll also be able to view displays, provide input and speak with project team members.

PROJECT BACKGROUND

Public input helped shape the route, stop/station locations and other details during the Concept Planning phase. Council approved the SE and W LRT Concept Plans on January 19, 2011, and the Downtown LRT Concept Plan on February 15, 2012.

The preliminary design phase builds on the approved LRT Concept Plans with detailed analysis of how the new low floor urban LRT will operate, as well as how the system will integrate into existing and planned transportation networks and adjacent communities. Public consultation will continue over the next two years.

More project information is available at www.edmonton.ca/LRTprojects



Services for deaf or hard of hearing persons provided upon request
Call 311 at TTY/NexTalk 780 944 5555 and press 0, or email 311@edmonton.ca

Learn more about and get involved in City issues affecting you and your neighbourhood. Go to www.edmonton.ca/PublicInvolvementCalendar for a list of public involvement opportunities



SOUTHEAST TO WEST LRT COMMUNITY MEETINGS

TRANSFORMING | EDMONTON
BRINGING OUR CITY VISION TO LIFE



GET INVOLVED

You're invited to join a Community Meeting about Preliminary Design for the Southeast to West (SE to W) LRT line.

September 19 Areas 1 and 2
MILL WOODS TOWN CENTRE TO ARGYLL ROAD
South Edmonton Alliance Church 6508-31 Avenue

September 20 Area 3
ARGYLL ROAD TO STRATHEARN
Four Points Sheraton 7230 Argyll Road

September 24 Area 4
STRATHEARN TO CITY CENTRE WEST
Old Timers' Cabin 9430-99 Street

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Examples of Road Signs Used as Communication Materials

VALLEY LINE (SE TO W LRT) DROP-IN SESSIONS

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AREA 5

CITY CENTRE WEST
TO 149 STREET

GET INVOLVED

Tuesday, May 14, 2013 - 5:00 to 8:00 PM

AREAS 5 & 6: CITY CENTRE WEST TO LEWIS FARMS

West End Christian Reformed Church, 10015 149 St NW

The refinement of the Southeast to West LRT line continues. Come view and discuss Preliminary Designs of stop/station elements, roadways, pedestrian/cyclist access.

Information will also be shared via print and digital materials, project staff, and two identical presentations at **5:30 pm** and **7:00 pm**.

Project team members will share new information about the Environmental Impact Assessment process, findings, and recommendations.

Whether you're a regular contributor or coming out for the first time, we'd love to hear from you.

More project information is available at www.edmonton.ca/LRTprojects

AREA 6

149 STREET TO
LEWIS FARMS
TRANSIT CENTRE

Strategy

Concept

Where we are today

DESIGN
PHASE

Build

Operate



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Learn more about and get involved in City issues affecting you and your neighbourhood. Go to www.edmonton.ca/PublicInvolvementCalendar for a list of public involvement opportunities

Public Service Announcement

IMMEDIATE RELEASE

Get Involved: Valley Line (SE to West) LRT Areas 5&6: Lewis Farms to City Centre West

Edmonton, May 10 2013 – The refinement of the Valley Line (SE to West) LRT continues. Come view and discuss Preliminary Designs of stop/station elements, roadways and pedestrian/cyclist access. Project team members will also share new information about the Environmental Impact Assessment process, findings and recommendations.

The next meeting will be for the Lewis Farms to City Centre West areas and will include two identical 30 minute presentations at **5:30pm** and **7:00pm**.

Date: May 14, 2013

Time: 5:00pm to 8:00pm (come and go)

Location: West End Christian Reformed Church 10015-149St NW

Project Background

Public input helped shape the route, stop/station locations and other details during the Concept Planning phase. Council approved the SE and West LRT Concept Plans on January 19, 2011, and the Downtown LRT Concept Plan on February 15, 2012. The preliminary design phase builds on the approved LRT Concept Plans. Public consultation will continue through 2013.

Related Links

<http://www.edmonton.ca/SEtoWestLRT>

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About Edmonton:

This is a city alive with energy and boundless opportunity - a growing economic powerhouse where business thrives and more than a million lives enjoy the freedom to explore, experiment, experience, excel and expect the most out of every day. A place like no other, Edmonton is filled with surprises great and small and a calendar packed with artistic, sporting, theatrical and cultural celebration.

For more information on Edmonton, please visit www.edmonton.ca and www.edmontonstories.ca

For additional information, contact:

Quinn Nicholson
Communications Officer
LRT Public Involvement
780-423-5957

Services for deaf or hard of hearing persons provided upon request.
Call 311 or TTY/NexTalk 780-944-5555, press 0.

Appendix C – Verbatim Sticky Note Comments

General Boards

Notes about General Boards:

- Only boards that received comments are included.
- *Italics* indicate location of comment on board.
- Due to the potential large quantity of display boards at the Areas 5 and 6 meeting, the City directed connectEd to present information using a different method, therefore some information that was on a display board during the Area 1 to 4 meetings was presented on the Corridor and Access Plans for the Areas 5 and 6 meeting or content from two boards was combined into one.
- Some location specific information was only presented at meetings where it is relevant. This is noted below by the comment 'board not presented'.

Board: Approved Concept Amendment Plan

Areas 1 and 2

- This part is elevated (over Whitemud Drive) (*refers to a dashed line drawn to represent the elevated LRT line in blue on map*)

Area 3 – board not presented

Area 4 – board not presented

Areas 5 and 6 – board not presented

Board: Argyll Bridge

Areas 1 and 2 – board not presented

Area 3

- Hideous eyesore. Should be underground.
- There does not appear to be any sidewalk for pedestrians/cyclists running along or below the train tracks of this structure. It would be considerate if there was a path on the structure to accommodate this all along McIntyre Road to Argyll Road
- Maybe put some designs into the concrete to make it blend into the area a bit better.
- Add artwork to the cement.
- Would like to see the right-hand turning lane start earlier even though it cuts into parkland-flow of traffic would be better.
- Would like to see variation in the texture of concrete. Flat concrete is ugly and boring.
- The right turn lane does need to be adjusted further back to accommodate the new traffic flow.

Area 4 – board not presented

Areas 5 and 6 – board not presented

Board: Connors Road Design Amendment (Concept Design)

Areas 1 and 2 – board not presented

Area 3 – no comments received

Area 4

- The concept road design makes more sense to me, otherwise Strathearn Drive will become a shortcut.
- I feel the concept road design works best. The alternate design would funnel vehicles to Strathearn Drive or Cloverdale Road.
- Prefer concept road design. Better for multi-use trail sidewalk.
- I prefer the original concept road design not the alternative design.
- Prefer this one.
- Prefer concept road design rather than alternative road design.

Areas 5 and 6 – board not presented

Board: Connors Road Design Amendment (Alternate Design)

Area 1 and 2 – board not presented

Area 3

- Looks good.
- I like this one because (*illegible*) is open.
- This one has a much better flow into and out of the neighbourhood.
- I prefer this design for ease of access to Cloverdale Rd and 94 Street. I believe this design has a greater ease of access. (*Alternative Road Design*)

Area 4

- Alternate plan is preferred for access to Cloverdale Hill Road.
- Alternate design makes sense.
- This may be the best alternate.
- Alternate design better.
- Like the alternate design-better roadway connectivity, better dispersal of traffic. But you need to add a pedestrian crossing of the tracks between the sidewalk on the north side of 95 Ave and the southeast pork chop
- . (*in reference to piece of land between 94 St and Cloverdale Hill*)
- Look at NB RT sightline-existing 95 Street problems and Connors, best alternate.
- I prefer the alternative road design. No cross over exchange north side Connors Road. Better access to BD with 95 Street and 92 Street from the east.
- This is best choice! (x3)
- Prefer the alternate design. 1 LRT line crossing.
- Much prefer alternate road design.
- This seems better! (*Alternative Road Design*)
- Yes to alternative approach to Cloverdale Hill.
- Much prefer the alternative concept so far-lanes and traffic mixing Better (smoother) bus access during Folk-Fest.
- This is a much better option or a number of reasons.
- Saves access problem for neighbourhood west of 95 Street.

Area 5 and 6 – board not presented

Board: Connors Road Pedestrian Bridge

Area 1 and 2 – board not presented

Area 3

- This would look even better with a glass guardrail! But the bridge looks great!
- I like it!
- Like this new alignment. Nice bridge too.
- Like the look of this bridge.
- Very nice.
- May want to consider safety by implementing higher barriers (but not intrusive) to eliminate any potential objects from being dropped from the bridge onto traffic below.
- I like it.
- Like! Helix pier wow!
- This looks like an actual pedestrian bridge rather than a quick fix to a bridge build.

Area 4

- I like the new diagonal orientation of this bridge across Connors Road.
- I like the bridge angle look. Surfacing-not wooden planks (too slippery).
- Looks good.
- Great bridge! Really love the whole look. Appreciate the pier being off on the instead of in the middle. Also like the angle across. Suggestion-It's look wicked with glass handrail
- Consider wildlife when planning/constructing the pedestrian bridge.
- This Connors rd. pedestrian bridge looks great-blends in but not too boring.

Areas 5 and 6 – board not presented

Board: Environmental and Geotechnical Studies

Areas 1 and 2 – no comments received

Area 3

- What will be the operating noise and impact to neighbourhoods when up and running?

Area 4 – no comments received

Areas 5 and 6 – no comments received

Board: North Saskatchewan River Bridge

General Comments:

Areas 1 and 2 – no comments received

Area 3 – no comments received

Area 4

- It would be nice if everybody could select a design from the six original choices instead of the three “choices” that are offered now. Since, you people are now bringing to the public's attention that they can select a design.
- Re-construct the Golden Gate Bridge here in Edmonton!
- Bring back the single arch!

- Too bad it's not conventional to have pedestrians above/at level with LRT line on bridge

Areas 5 and 6 (only one bridge option was shown to public, as City Council had made decision on which option to pursue)

- Will ice build up on cables?
- AFTER or provide an alternative very nearby (*fourth point on board referring to detouring pedestrians and cyclists to low level bridge during construction*)

Single Pylon Cable Stayed (Option 1):

Areas 1 and 2

- Preferred.
- I like option 1 bridge.
- I like option 1 the best.
- Best design by far!
- Hinders view of Canada Place.
- I prefer option 1 for bridge design.
- Prefer option 1.
- Option 1 is too overpowering (Don't like)...takes away from the overall picturesque views. I like Edmonton for the greenery.

Area 3

- Either option 1 or 2.
- My vote is for the cable stayed bridge.
- Looks ugly.
- My vote is for the cable stayed bridge.
- Love this one!! Beautiful, iconic, excellent use of cables.
- I like the iconic idea for the North Saskatchewan Bridge, but try to be more creative with the suspended cable design. There are many examples internationally of innovative approaches/design.

Area 4

- Prefer Option #1.
- Option 1 is very intrusive (and expensive).
- Sleek bridge (Option C) with LED lighting or the biggest cable stay (A) but not the half way (B).
- Options 1-2 are much more preferable to Option 3. Option 3 is plain and boring and adds nothing to our city. It is an ugly site that gets in the way of our downtown view. An eyesore. #1 and 2 would add dynamic and beauty. Add some esthetics to Edmonton!
- Love the inclined single tower cable stayed bridge. (Option 1)
- 1st choice-cable stayed, 2nd choice-extradosed, 3rd-box girder.
- First choice-cable stayed, 2nd-extradosed, 3rd-box girder not desirable.
- Dislike option 1.
- #1 need to have signature bridge.
- Edmonton deserves this bridge! Go with cable-stayed!
- Cable stayed #1 if we build a bridge let's be proud of it! Winnipeg and Saskatoon have built beautiful bridges. We don't need another concrete slab crossing the river.

Extradosed (Option 2):

Areas 1 and 2

- I like #2.
- Like option 2, compliments view.

Area 3

- Either option 1 or 2.
- This one! Edmonton needs something like this.
- Looks good to me.
- This is my favorite! Option #.2
- This one all the way yeah!!!
- Design #2 is a great compromise b/w 1&2.
- Prefer option #2.
- Looks like a winner to me!
- Prefer this one.
- *(On same sticky note as above)* I do to if these are the choices, but I would prefer a “softer look” to match the River Valley.
- I prefer extradosed by far.

Area 4

- Get bridge Option 2 (extradosed)-compromise between options 1 & 3.
- Option 2.
- Select 2 and plan for electrical utilities in hollow cross-section.
- Like Option 2.
- Option 2. Subtle and not imposing Best of all three.
- Option #2!
- Like Option 2.
- Like Option 2.
- Get bridge cheap (B).

Variable Box Girder (Option 3):

Areas 1 and 2

- Least obscuring of River Valley and lower cost too!
- Green River Valley is selling Edmonton, don't obscure it! Green concrete blends in better.
- Option 3 is great! Less intrusive to the natural beauty than the others.
- Option 3 preferred to see more riverside and not so white.

Area 3

- I like option 3.
- Option 3 is simple and clean method I think.
- Like option # 3. Best view of skyline.
- This is the best. The downtown skyline has enough visual activity. Let us still see the trees.
- Best by far.
- Still prefer bridge with lowest visual impact.
- This one! The River Valley is iconic enough-don't need those ugly cables.
- As this is an iconic view of the city, the less obstruction the better (Option 3).
- I like option 3 because you can see the river and the buildings without any ramps in your way. ☺
- This one. Beautiful simplicity.
- The cables are too distracting for the view. Option three is simple and pretty.
- We prefer the simple design-doesn't distract from the River Valley.

- Like this!
- I like this design. 😊

Area 4

- Definite preference for Option .3
- Option #3 is my preferred option. Low key doesn't impede the view, similar to existing design.
- Option 3 least impact on view of skyline from 98 Ave.
- Option 3 is best! Underlines city skyline does not interrupt it!
- Definitely this one.
- I prefer Option 3.
- Best Option #3.
- Option #3 lower impact on view of downtown, lower cost?
- Sleek bridge (Option C) with LED lighting or the biggest cable stay (A) but not the half way (B)
- Two votes for Option #3.
- It would be nice to have a bridge that looks good with bridges close to it; the low level and new Waltherdale, a simple bridge would be better.

Summary of Comments - Based on numbers:

	Area 1 and 2	Area 3	Area 4	Total
Option #1: Cable Stay	6	5	9	19
Option #2: Extradosed	2	11	9	22
Option #3: Box Girder	4	13	12	29

From the public input, a simple bridge design is marginally preferred. Comments suggest that the other two options would interfere with, or detract, from the river valley. However taking Options 1 and 2 as more iconic, more people prefer an iconic structure than that of a simpler box girder style.

Board: Park 'N' Ride, Kiss and Ride, Transit Centres

Area 1 and 2 – no comments received

Area 3

- Kiss 'N' Ride?! Really! (*Kiss 'N' Ride*)
- Perhaps come up with a more modern and general term. (*Kiss 'N' Ride*)

Area 4 – no comments received

Area 5 and 6 – no comments received

Board: Portal 102 Avenue

Area 1 and 2 – board not presented

Area 3 – board not presented

Area 4

- Under discussion, please do not finalize the designs yet!! Need independent consultation to provide knowledge and expertise.
- Why on earth is the LRT going to West Edmonton Mall? Every bus in creation goes there. Other areas need transit. Still appeasing the Ghermesians.
- Are we ever getting to the airport??

Area 5 and 6 – board not presented

Board: Portal River Bank

Area 1 and 2 – board not presented

Area 3

- Keep it cheap!
- Would like to see more flowers along the walkway or a flow design to the left-loved how SeaWorld has made animals out of plants. It looks cool.
- A water feature would look great during the summer months, but might get people bathing in it depending on size and style.

Area 4

- Make sure path/rail underneath LRT line is well lighted and safe to use.
- Why didn't the artists leave some existing landmarks to help us understand where this is? E.g., the view at top of bank and River Valley trail at mid-bank?

Area 5 and 6 – board not presented

Board: Public Art

Areas 1 and 2 – no comments received

Area 3

- I like the idea of public (local) art, but not too much as it then becomes easy prey for vandalism/graffiti and is then a waste of money.
- Keep the art local.
- Local artists.
- Keep art more to themes of stops and not too far out there in style.
- Local artists! Can there be a viewing of renderings before creation?
- This is cool. (*in reference to the thin iron and wood bench*)
- Are these for bikes? If so I like their look 😊 (*paper clip bike racks*)
- I like this one. (*paper clip bike racks*)
- I like these! (*Bird with girl image, apple bike parking and iron and wood bench*)
- I like this one. (*iron and wood bench*)

Area 4 – no comments received

Areas 5 and 6

- No dogs playing poker or cats on velvet.
- Interest in having local artists provide the public art in their community.
- Love art – especially art that is functional and serves multi purposes. Please consider making the raised platform beautiful and provide neighbours below with privacy and security. The view from my house is ugly old bus stops and the mall.
- School murals at WEM station.

Board: Public Involvement Process

Areas 1 and 2

- Forced!

Area 3 – no comments received

Area 4 – no comments received

Areas 5 and 6 – no comments received

Board: Shelter Canopies

Areas 1 and 2 – no comments received

Area 3

- Please make sure there are plenty of benches at every station/stop.
- Use recycled materials, not wood.
- Are recycled materials environmentally friendly? During manufacturing?
- I like the warmth of the wood look. Nice friendly curve.
- Consult Richmond, BC City Council in terms of using some design elements of organic design.

Area 4 - no comments received

Areas 5 and 6 - no comments received

Board: SE to West LRT Corridor

Areas 1 and 2

- Kiss 'N' Ride @ Whitemud!

Area 3 – no comments received

Area 4 – no comments received

Areas 5 and 6 – no comments received

Board: SE to West LRT Facts

Areas 1 and 2

- Please maintain existing transit service to downtown along the route 8.

Area 3 – no comments received

Area 4 – no comments received

Areas 5 and 6 – board not presented

Board: Stop Elements

Areas 1 and 2 – no comments received

Area 3 – no comments received

Area 4

- Agreed! *(in reference to previous public washroom comment)*
- Apply time-wait times for incoming LRT trains.
- Public washrooms at the stops are needed.

Areas 5 and 6

- Has wind protection been considered for the stop designs? Seems like canopies will only provide rain protection. *(left side of board)*

Board: Stop Layouts

Areas 1 and 2

- Wheelchair access. Logos on station floor so wheelchairs align. Note all stations some size economy scale-...consistency. *(Sticky note was illegible at times)*

Area 3 – no comments received

Area 4 – no comments received

Areas 5 and 6 – board not presented

Board: TPSS (Examples of Screening)

Areas 1 and 2 – no comments received

Area 3

- Can you make them fit into the area? i.e., disguise to look like a house?
- Like how bushes and trees surround making it less ugly looking.
- Is there any way to make these less of an eyesore? Building design wise? Trees and shrubs aren't really enough.

Area 4 – no comments received

Areas 5 and 6 – no comments received

Board: TPSS (Alignment)

Areas 1 and 2 – no comments received

Area 3

- How much electro-magnetic radiation is emitted to the surrounding area?
- Some of these proposed locations for these Traction Power Stations are very close to right beside a residential dwelling(s). *(Comment posted between Strathearn and Muttart stops on map)*
- Can these somehow double as public art?

Area 4 – no comments received

Areas 5 and 6 – board not presented

Board: Vibration Impact Assessment

Areas 1 and 2 – no comments received

Area 3 – no comments received

Area 4

- What vibration will occur to residences on East side of 95 Street (the “Summit”) and Grierson a) during tunnel construction b) during operation?

Areas 5 and 6 – no comments received

Board: Noise Impact Assessment

Areas 1 and 2 – no comments received

Area 3 – no comments received

Area 4 – no comments received

Areas 5 and 6

- Consider only the LRT hours of operation quiet nights skew the average - unless a motor cycle goes by (*by UTMP comment - first point on board*)
- Hoping that LRT noise is considerably less than 4 lanes of traffic! (*by third point on board*)
- Is there any recognition of different noise limits between daytime and night? (*by fourth point on board*)

Board: Wagner Station Theme

Areas 1 and 2

- Pictures as art?
- The distance from Wagner to Millbourne is too long. Needs another stop.

Area 3

- This hasn't been incorporated at all-perhaps some carvings on columns (*aboriginal dance image*)
- Would like to see more green and red colours in this stop (*theme colours*)
- What sort of top? (*Wagner Station*)
- I like the column wraps for this stop
- Could we have a splash of red? (*column wrap image*)

Area 4 – no comments received

Areas 5 and 6 – board not presented

Board: Wagner Station

Areas 1 and 2

- Needs to be slightly altered for better transit centre access.

Area 3 – no comments received

Area 4 – no comments received

Areas 5 and 6 – board not presented

Board: What We Heard

Note: As the general comment themes were similar, the same board was displayed at each *Stage 4 Refinement* meeting.

Areas 1 and 2

- Install function, not art. Color = ok.
- Try to enclose shelters as much as possible for heat retention; Health Sciences is idiotic. LRT should have own signal as traffic as traffic signal could delay trains for a while <5 minutes especially if a train breaks or there is a power outage.
- Would like consultation about bus changes; where should be able to decide the future of the 15, or where what routes stops at Wagner.
- Would like bus stops to be enclosed (old models), instead of open glass (current model) which keeps feet cold during winter.

Area 3

- Love this! Fun, colorful and functional. (*"Bicycle parking incorporating public art"-apple bike rack*)

Area 4 – no comments received

Areas 5 and 6 – no comments received

Board: Whitemud Drive Bridge (shown for Areas 1 and 2 only)

Areas 1 and 2

- There should be a Whitemud Kiss 'N' Ride.

Area 3 – board not presented

Area 4 – board not presented

Areas 5 and 6 – board not presented

Stop and Stations

Notes about Stop and Station Boards:

- Only boards that received comments are included.
- *Italics* indicate location of comment on board.
- At the Area 5 and 6 meeting, the information was presented directly on the Corridor and Access plans, not on boards

Mill Woods:

Stop Plan

- Would like to see a detailed traffic analysis here; could be some potential problems. (*Mill Woods Transit Centre*)

Millbourne:

Stop Theme

- This is beautiful job! (*referring to bench*)
- Combine with Asian? Something Asian here at least, say, art.
- Great to see the Asian theme gone-it perpetuated a stereotype for Mill Woods.

Grey Nuns:

Stop Plan

- Move shrubs to east side of LRT. Snow? (*Kameyosek, pedestrian access location*)

Stop Theme

- Statue of a nurse would be preferable to a nun.
- Perhaps red and green? (*theme colours*)
- Black fence works with the other fences in the area that are black. (*railing*)
- Please not green fence, black preferred. (*railing*)

73 Avenue:

Stop Plan:

- Have public art more representing nature theme and have more of a natural feel to them than a modern theme or style.

Stop Theme:

- Put triple option waste bins at every stop. We are the top recycling centre in the world; we need to continue to be.
- Don't like the retaining walls, paving or garbage. Our "theme" is the same as Holyrood, but their design elements are nicer. (*posted on retaining wall picture*)
- Would like retaining wall to have more wooden natural elements than stone.
- I like the style of the garbage bin.
- Stamped concrete is extremely slippery in winter! (*paving*)
- Paving here is nice but will it be slippery?
- Stamped concrete is beautiful however seniors will have difficulty in the wintertime. It is so slippery. (*paving*)
- Stamped concrete is very slippery and not wheelchair/walker friendly.
- I would like to have all stops have this style of garbage bins.
- I like the style of the retaining wall.
- Match retaining wall to Bonnie Doon and Holyrood. Stamped concrete is not natural looking.
- I like the style of the paving floor.
- Nice (*paving*)
- Don't like this style of wooden columns for this stop. (*column wraps*)

- Would like to see a different rail here—more natural theme than steel. (*railing*)

Bonnie Doon:

Stop Plan:

- How much electro-magnetic radiation is emitted to the surrounding area? Some of these proposed locations for these Traction Power Substations are very close and/or right beside a residential dwelling(s). Case in point with this location: (*Arrow pointing to the purple square on the south east corner of 81 Avenue*)
- Why is this area from the Bonnie Doon traffic circle to south of 82 Avenue on 83 Street on grade? Why can't this part of the line be either elevated or sub-terrain? West Edmonton Mall has this consideration, why can't Bonnie Doon? This would help elevate congestion along this area of the LRT route. People would be able to enter/exit the mall safer and the train would not impede traffic at the traffic circle, just north of 86 Avenue beside library at 84 Avenue and at 82 Avenue (*note posted below "Stop Site Plan"*)
- TPSS would be much better on NE corner because that's a commercial corner as compared to a residential corner on the SW. (*note posted above Cross-section (Looking South)*)
- If it could take up less space, the TPSS could be placed near current electrical boxes or infrastructure. (*note posted above Cross-section (Looking South)*)

Stop Theme:

- I agree! (*Agreed with above signage comment*). A visual cue more than just signage could help commuters.
- Why is Bonnie Doon French?
- There is no "small town" feel here. How could anyone legitimately say that when this area has major arterial roads running through it? (*83 Street and 82 Avenue*)
- Bonnie Doon is not French-Scottish. Gabriel Roy is French.
- This Bonnie Doon "theme" is totally incorrect. There is no French theme in this neighbourhood, none. The French is only in the area of 91 Street by Faculté Saint Jean and La Cité Francophone.
- Recycle bins needed. It's right by a mall.
- Would like to see recycle bins as well.
- I really like the look of the stones. Very historic looking and brings a clean and cared-for look to things. (*retaining wall*).
- Whatever is decided for visual signing of the stops-make each stop different so that the visual difference cues riders that they have arrived at their stop.

Holyrood:

Stop Plan:

- The service road frequently has a large number of parked cars and is reduced to one lane of traffic. How could this be addressed?
- The dead end service road could be problematic and congested with number of residents. (*Stop Site Plan/Strathearn*)

Stop Theme:

- I like the look of the elements at this stop (posted below Column wraps)
- I like the style of bench.
- In the presentation I believe you mentioned using recycled materials for the garbage in this stop-why not everywhere??! Use as much recycled material as possible.
- Holyrood is European-walkable cobblestone.
- Where are the retaining walls? Delete (*in reference to retaining wall image*) if there is none.

Strathearn:

Stop Plan:

- Let's change the bikes on trains policy for this system. i.e., allowing 2 bikes (hanging) per car during peak hours.
- Is the dedicated left-turn bay necessary on the south side of 87 Avenue? It makes sense on the north side to give Strathearn Drive traffic an easier way out but if the traffic volumes from South aren't excessive, please eliminate the bay (still allowing the turn) and reduce the pedestrian crossing distance.
- Love it!

Muttart:

Stop Plan:

- Provide lots of bike parking at Muttart station

Stop Theme:

- The Muttart is made of glass; the theme should have more glass, i.e., railing.
- Like the colors and the branches and column wraps.
- This "French" theme for both Strathearn/ Muttart/Bonnie Doon is totally inaccurate. Just because there is a Francophone school does not mean it is a French community in the surrounding area. By the way, Bonnie Doon is Scottish, not French.
- Don't use interlocking brick, stamped cement concrete is good.

Quarters:

Stop Plan:

- Why isn't the Armature in the Quarters Stop Plan shown? The LRT plan should integrate (*arrow drawn directed at middle of stop, in between 98 Street*)
- These intersections could be very busy with cars, train, people walking and bikes coming together. Winter could be more difficult
- Can one of these stop in time if a kid foolishly runs in front or cuts across on a bike?

Stop Theme:

- Apply not only Chinese/Oriental elements but other Asian influences from Vietnam, Thailand, SE Asia, Japan to acknowledge city's Asian heritage.
- Consult and apply Feng-Shui elements to Chinatown LRT platform. Encourage Edmonton sister city Harbin in design elements.
- Continue to apply Chinese/oriental fixtures and artwork to Chinatown.

Churchill:

Stop Plan:

- Design elements-add some color...we live in a "winter city" with too much grey already!
- Good to see outside light at Mezzanine level.
- Provide natural light to penetrate to lower concourse level.

156 Street

- Historical aspect needed at 156 Street Stop
- Must be historic station
- Community really looking for a distinct station here that sets it apart and highlights the historic community roots.
- All paving material needs to be smooth to reduce tripping and ease snow removal.

- West Jasper Place community requested a historic station—was approved at our last open house – it has now changed.

West Edmonton Mall

- You are asking for vandalism with this choice of railing but less repairs. (*railing image*)
- I think option 2 would be a better coverage/melting condition for winter. (*station building design*)

182 Street

- I think this railing would be a better choice—solid and less repairs. (*railing image*)

Corridor and Access Maps

Area 1:

- I like greenery but trees blocking visibility in the intersection in between roads is not good safety or comfortable driving. If trees are young the trunks if unmaintained block visibility. (@ 41 Avenue)
- Flooding 3" at lowest point (@ 41 Avenue)
- Remove crosswalk and fence right of way. (@ 41 Avenue)
- Drainage, flooding on both sides. (@ 41 Avenue)
- Safety concern for pedestrians regarding upslope and heavy traffic (@ left of 36A Avenue)
- Is there going to be a wall here? (@ Grey Nuns Stop) to block access between the church and condo units? (would be preferred to limit access through this area). (@ Kameyosek)
- Since you moved Park 'N' Ride to Wagner, why not put basic Park 'N' Ride at Ellerslie and 50 Street? (@ Mill Woods Town Centre)
- Safety concerns for vulnerable population at 66 Street/28 Avenue and all along 28 Avenue. Good Samaritans Assisted Living, Shepherd's Care Complex, seniors/disability condos all along 28 Avenue. Pedestrian safety recognize issues (@proposed Mill Woods Transit Centre currently in design)
- Eliminate crosswalk (also crosswalk south of 38 Avenue). Blind corner, slows traffic.
- I live in area. There is lots of foot traffic here anyway-safety! (@ 41 Avenue)
- Measure traffic so you can know the volume. (@ Millbourne Stop)
- Kiss n' Ride here? People will stop shortly anyways (shortest path) illegally. (@ 38 Avenue)
- Residential parking permits to reduce parasitic parking? (@ 38 Avenue)
- Elevate crosswalk. Cars will not want to stop during rush hour it is very bust then (@ 38 Avenue)
- Utilize adjacent signals for crossing instead of creating a new crossing.
- People already (cross walk in between 38 Avenue and 36 Avenue)
- Bells are necessary but orient them so they radiate down, not across to neighbours. (@ LeeRidge)
- Thank you for reducing the use of gates and bells...don't have them to protect us from car traffic, we don't need them here. (@ 34 Avenue, Kameyosek)
- Covered parking is a must at all stations. This would be very useful in inclement weather. (@ Grey Nuns Stop)
- How do you begin/end train with zero Park n' Ride? (@ Mill Woods Stop)

Area 2:

- I understand that 1300-1400 stalls are a lot of places to park but what happens if everything is full and you only want 1 day, not a month of paid parking? (@ Wagner Station Park n' Ride)
- Left hand turn bay length into P&R=Inadequate! (@ Wagner Station Park n' Ride)
- Roadway widths? You used to show them! (@ McIntyre Road intersection)
- Where does the snow get plowed? (@ Section C)
- There should be a LRT stop at 51 Avenue and 75 Street at the new proposed Millgate bus terminal. (@ 51 Avenue)
- There should be a stop at the Whitemud north or south (@ Whitemud Drive)

Area 3:

- Angle parking for Assumption Parish (@ 89 Street, Silver Heights)
- I live in Strathearn and it drives me nuts that I can't see the whole impact on my area in meetings. Could you add a few more meetings to the end please? (@ bottom of page—89 Street., Silver Heights)
- Possibly move Kiss n' Ride to 87 Street for all directional turning (@ 89 Street, Gabrielle-Roy)
- Parking an issue residential already controlled. Vimy Ridge day and night school (@ Idylwyld/83 Street)
- Green space taken two proposed NL indoor rinks (@ 83 Street)
- What is going to be done about residents parking being filled by Park 'n' Ride riders? Especially for seniors? (@ 82 Avenue)
- Would like to see a none service busses are re-routed off of 83 Street since it's now one lane and no stops at all along route. It will cause too much traffic congestion.
- Worried about 1 lane of traffic and safety issues with young families and teenagers jumping over the wall as a short cut. (@ 76 Avenue)
- Review bus turning movements at 76 Avenue.
- Very concerned about the parking issue along former service roads. Many of these residences are multiple dwellings and parking can directly be an issue.
- 76 Ave. due to heavy traffic intersection-it needs a green light longer so turning cars can have a chance to turn sometime only one car gets through last or west bound turns. (@ 76 Avenue)
- Not easy access to ravine anymore due to pedestrian crossing taken on at 2 spots along 83 Street (@ 73 Avenue)
- 83 Street Express busses come from Davies yard "Not in Service" by the dozen to get to their start of run. (@ Avonmore)
- Are there any bus stops along 83 Street? Will they remain? How will bus service change? (@ Community of Christ Church)
- Can power stations go in parking lot or in park on west side of 83 Street and not by this house? (@ 69 Avenue)
- The perfect place to set up a French village theme-cobblestone wine dispenser. (@ Strathearn Stop)
- What strategies are put in place to limit parking in the residential areas of commuters? i.e., people driving from Sherwood Park to access LRT. (@ 93 Avenue)
- How to get from east bound 90 Avenue to the LDS church? (@ 90 Avenue and 85 Street)
- LDS church could be access by going northbound on Connors Road. No problem accessing the church from 90 Avenue. (@ 90 Avenue and 85 Street)
- New green space? (85 Street and Connors Road)
- Limited access on 85 Street. Some residents might complain. (@ 85 Street and Connors Road)
- Why doesn't Connors Road run straight into 83 Street? (since that's the major movement...) (@ 83 Street and 85 Street.)
- New green space? (86 Avenue)
- What is going to be done about "parasitic parking"? As resident we should be able to park outside our houses, especially senior citizens who need access to taxis, DATS, buses etc. (@84 Avenue)
- Why can't the traction station be located far from residential dwellings, as it practical to do so? Why can't the location be located here in the Bonnie Doon parking lot? You have to purchase the land anyways. You could help conceal the traction station right beside the Bonnie Doon lighted sign located at this corner. (arrow drawn @ 82 Avenue and alignment)
- Power plant. Can it go in one of these green spaces or Bonnie Doon lot? Can the sub-station be moved between the rink and the tennis courts?
- There does not appear to be any consideration for a left hand turn for motor vehicles. It is nice that pedestrians are allowed to cross but not vehicles. People are trapped from leaving the neighbourhood of King Edward Pak to proceed north. People are forced to go south. This line boxes people in this area of 82

Avenue to 76 Avenue on 83 Street. Considerations for left hand turns are demonstrated on 156 Street for the West end plan but not here. This has been mentioned before (*@ 80 Avenue*)

- Besides the concern of electro-magnetic radiation emitting from this proposed location, going by how far a car would have to stop at 81 Avenue & 83 Street. Will this station obstruct vision of the driver when making a turn? (*@ 81 Avenue*)
- Adequate security cameras! (*@73 Avenue Stop*)

Area 4:

- 98 Avenue as only access to Cloverdale not suitable-improve access to 98 Avenue more directly.
- Coming from downtown, can't make a direct turn onto 98 Avenue. (*@ match line A, 98 Avenue*)
- Drainage concerns on 98 Avenue. (*@ Cloverdale*)
- Suggest signal @ 98 Avenue and 95 Street instead of only ped-activated signal. (*@ Cloverdale*)
- No turnarounds anywhere on Connors Road to get to Cloverdale.
- Kids play in green space here. Concern about safety. Also concerned about noise. (*@ Gallagher Park*)
- Don't like coming across because of (illegible) (*@ Cloverdale Hill*)
- 92 Street traffic volumes too high! (*@ 92 Street*)
- Widen alley access to accommodate larger vehicles turning northbound (*@ 19 Street, A4 boundary*)
- Alternate roadways design will cause traffic to use 92 Street. to access 95 Avenue causing traffic issues in Strathearn. (*@ 92 Street*)
- Cloverdale is being routed through Strathearn to get to Cloverdale. (*@ 92 Street*)
- Wildlife crossing 95 Avenue (foxes, wolves, porcupines, rabbits) from Mill Creek Ravine. (*@ Assumption Parish*)
- It would be much safer to accommodate bikes on a mixed use corridor (pedestrians) on a wide sidewalk on 95 Avenue rather than sharrows (*@ 92 Street*)
- Are there sharrows here? Problem along 95 Avenue connection of bike major plan (*@ 92 Street*)
- Not a light at crossing 91 Street.
- Need more crossings for pedestrians @ 91 Street, 90 Street on 95 Avenue. Can we have crossing at 91 Street? (*@91 Street*)
- Bike parking is only useful if there are safe bike routes to and from stops (better than sharrows) (*@ Strathearn stop, 89 Street*)
- Need physical barrier on Connors Road. (because of gradient and speed) between sidewalk and train-landscape ok if wide enough (*@Cloverdale Hill*)

Area 5

- Council claims the Stony Plain Road route allows more Transit Oriented Development than the good route (87 Avenue, Bridge, and U of A).
- If one of these options allows more TOD you'd better use it. (*103 Avenue between 106 and 105 Street*)
- Northbound turn needed. (*124 Street and Stony Plain Road*)
- Too few northbound routes will result in heavy traffic on 127th Street through neighbourhood. (*north of Stony Plain Road on 127th Street*)
- Consider widening Stony Plain Road. Buy out the properties along the route. I don't believe the current road can support two lanes of traffic plus an east-west rail line. (*south of Stony Plain Road, between 137 Street and 136 Street*)
- Any place where track cross the road at a low angle is a danger to cyclists—design these very carefully. (*north of 142 Street Stop*)

- On canopy it read 107 Avenue should be 107 Street. 178 Street needs overpass. *(north of Stony Plain Road between 148 Street and 147 Street)*
- Crosswalk controlled at 150 Street and Stony Plain Road *(north of 149 Street Stop)*
- Setbacks for new buildings between 149 and 156 Streets to allow for street cafes and people friendly space. *(north of Stony Plain Road on 152 Street)*
- Must be able to cross here. Parkettes located on N and S of Stony Plain Road on 152 Street. Parkettes will be community gathering place— entertainment in amphitheatre. *(north of Stony Plain Road on 152 Street)*
- Planned parkettes re Stony Plain Road Streetscape need crosswalks at 152 Street north and south. *(south of Stony Plain Road on 152 Street)*
- Very concerned about traffic shortcutting through West Jasper Place specifically 99 Avenue. *(south of Stony Plain Road on 153 Street)*
- Restrict the traffic to the “Approved” one in either direction lanes now— try it for a year— winter too. See if drivers like it. One lane in either direction. I bet they won’t like it. *(south of Stony Plain Road on 153 Street)*
- City owns this property. Store front looks terrible. Why don’t they put in new façade? *(south of Stony Plain Road— pointing to purple land on north side of Stony Plain Road between 154 and 153 Streets)*
- With Grant Mac closing, what is going to be here? Why does the line continue down Stony Plain Road West to 170 Street? *(north west corner of 156 Street and Stony Plain Road)*

Bridge over Groat Road

- What’s with purple road?
- Need pedestrian sidewalk on both sides of bridge (unlike the existing)
- More stylistic Option 4 *(indicating preference)*
- Stairs from Groat Road side walk up to Stony Plain Road
- Bridge being reconstructed now

Area 6

- Why is this map so backwards?? *(above Lynwood School)*
- Is there street parking for tenants of building? Homeowners on Meadowlark Road? *(NW corner of Meadowlark Road and 87 Avenue)*
- Is it possible to move the stop closer to 87 Avenue for ease of shopping?? *(SW corner of Meadowlark Road and 88A Avenue)*
- Why no street level access on both ends of platform at Meadowlark stop? *(West of Meadowlark Road between 89 and 88B Avenue)*
- There needs to be access to the library. *(@Jasper Place library)*
- Future bike route? *(east of 156 Street on 95 Avenue)*
- Would be good to have a south bound right turn lane at 95 Avenue. *(@156 Street)*
- Need to look at traffic cutting through West Jasper Place and parking in neighbourhood. *(West of 156 Street @ 99 Avenue)*
- Would like transit centre relocated closer to 156 Street with TOD above and pedway to LRT. *(West of 156 Street @ 100 Avenue)*
- I have been campaigning for public washrooms at the transit centre at Butler Park. If the station there has no washroom, I do not want the LRT. Thanks, anyway. *(north of Stony Plain Road @ 155 Street)*
- Parking program for on Street parking *(NW corner of Meadowlark Road and 87 Avenue)*
Pot holes in back alley. *(loop north west of 87 Avenue and Meadowlark Road)*
- Cross Walk at 161 Street *(on 87 Avenue)*
- Need Crosswalk or ETS route to accommodate 2000+ students heading east from high schools on 163 Street. *(south of 87 Avenue on 161 Street)*

- Curb line walk would be good for on-street parking. (*north of 87 Avenue between 163 Street and Meadowlark Road*)
- Glad to see left turn off 163 Street so there is access to 159 Street and Whitemud. (*south of 87 Avenue at 163 Street*)
- A shared used path parallel to the LRT corridor is very important. (*south of 87 Avenue between 164 and 169 Streets*)
- Close here and move access to 169 Street? (*Misericordia Hospital entrance west of station*)
- TOD with pedway to Misericordia station and hospital. (*south of 87 Avenue between 169 and 170 Street*)
- Why not move transit centre and station here? Current transit centre too small. (*NW corner of 87 Avenue and 170 Street in parking lot.*)
- Trees on south side of 87 Avenue add or subtract. (*south side of 87 Avenue at crosswalk east of WEM station*)
- Consider for LRT station at WEM:
 - Glass that lets people look in more than out i.e., does not let those on platform freely gaze in backyard/houses across streets
 - Art/decals on glass to minimize the same view
 - Lighting/potted landscaping for same view = address privacy/security for neighbours below.
- West Edmonton Mall station should have centre platform (rather than side/split) because there will be lots of people using it and because it will be used by people who might not be regular LRT users. (*WEM station*)
- Parking needs to be controlled on 175 Street. Both sides need to have a parking banned even on the weekends. (*175 Street south of 87 Avenue*)
- I thought the WEM and Misericordia station (the elevated ones) was supposed to be centre platform as shown during “alignment” process?
- 178 Street as busy as 170 Street need/should go over this intersection. (*southeast corner of 178 and 87 Avenue*)
- Why isn’t elevated guideway extended over 178 Street? This is very busy! (3 x added) (*178 Street and 87 Avenue*)
- Please revisit 178 Street overpass —The 178 Street/87 Avenue intersection is close to the 170 Street/87 Avenue intersection in terms of the “pinch points” in the WEM and hospital area. (*178 Street and 87 Avenue*)
- Noise walls please – backing onto 87 Avenue. (*south of 87 Avenue in Aldergrove*)
- Concern – turning lights too short, how long will it stay green? How often will it change? How will that impact getting in and out of Aldergrove? (*southeast corner of 189 Street and 87 Avenue*)
- Recommend LRT stop at 189 Street due to more business access/homes comparing with 182 Street stop. (*SW corner of 189 Street and 87 Avenue*)

Appendix D – Comment Forms

**SE to West LRT Preliminary Design
Stage 4 Public Consultation – Area 1-4 Feedback Form**

1. On a scale of 1 to 5, where 1 means “Not at all satisfied” and 5 means “Very satisfied”, how satisfied are you overall with the draft preliminary design for the Southeast to West LRT?

- 1. Not at all satisfied
- 2. Somewhat satisfied
- 3. Neutral
- 4. Satisfied
- 5. Very satisfied

2. Why do you feel that way?

3. Did you attend any of the previous public meetings regarding the Preliminary Design of the SE to West LRT?

Stage 2 (March – April 2012)

Stage 3 (May – June 2012)

4. Did you provide any feedback online regarding the Preliminary Design of the SE to West LRT?

Yes

No

5. Which aspects of tonight’s meeting did you find most valuable? (Please check all that apply)

Presentation

Map table discussions

Display boards

Interaction with representatives

Question and answer session

Other (please specify) _____

6. Do you have any additional comments to share on the SE to West Preliminary Design?

Your responses to the following questions will assist us in planning future meetings. Using the scale from 1 to 5, please indicate the extent to which you agree with each of the following statements:

7. The information presented was clear and easy to understand.

1	2	3	4	5
Strongly Agree	Agree	Disagree	Strongly Disagree	Not Sure

8. The information presented was appropriate for my needs.

1	2	3	4	5
Strongly Agree	Agree	Disagree	Strongly Disagree	Not Sure

9. The session today increased my understanding of the Public Information Process and how my input has been used in developing the draft preliminary design of the Southeast to West LRT.

1	2	3	4	5
Strongly Agree	Agree	Disagree	Strongly Disagree	Not Sure

10. Participating in this session was a good use of my time.

1	2	3	4	5
Strongly Agree	Agree	Disagree	Strongly Disagree	Not Sure

11. The venue location was appropriate.

1	2	3	4	5
Strongly Agree	Agree	Disagree	Strongly Disagree	Not Sure

12. Please tell us how you heard about the session today. (Circle all that apply)

1	2	3	4	5	6	7	8	6	7
Website	E-mail	Twitter	Facebook	Roadside Signs	Poster	Newspaper Ads	From someone else	Community League or other Organization	Other

If you said Organization or Other, please specify: _____

13. What are the first three digits of your postal code? _____

Please drop off your completed form at the welcome desk or **Fax to 780-986-6759**. You can also complete the survey online at www.edmonton.ca/LRTprojects. Visit www.edmonton.ca/LRTprojects and click on Southeast to West LRT for project updates. Deadline for submission is September 30, 2012.

**Valley Line (SE to West) LRT Preliminary Design
Stage 4 Public Consultation
Centre West to Lewis Farms (Areas 5/6) Feedback Form**

1. To comply with the City of Edmonton's River Valley Area Redevelopment Plan (Bylaw 7188), an Environmental Impact Assessment of the project is being conducted. Your input is important. Please provide any information that you wish the project team to consider regarding the environment within, or adjacent to, the project boundaries. Your comments will be compiled and considered during the environmental assessment.

2. On a scale of 1 to 5, where 1 means "Not at all satisfied" and 5 means "Very satisfied", how satisfied are you overall with the preliminary design for the Valley Line LRT?

- | | |
|-------------------------|-------------------|
| 1. Not at all satisfied | 4. Satisfied |
| 2. Somewhat satisfied | 5. Very satisfied |
| 3. Neutral | |

3. Why do you feel that way?

4. Did you attend any of the previous public meetings regarding the Preliminary Design of the west portion of the Valley Line LRT?

Stage 2 (April 2012)

Stage 3 (November 2012)

5. Which aspects of tonight's meeting did you find most valuable? (Please check all that apply)

Formal Presentation

Corridor and Access maps

Display boards

Laptop Presentations

Interaction with representatives

Question and answer session

Background Presentation

Other (please specify) _____

6. Have you ever provided any feedback online regarding the Preliminary Design of the Valley Line LRT?

Yes No

7. Do you have any additional comments to share on the Valley Line Preliminary Design?

Your responses to the following questions will assist us in planning future meetings. Using the scale from 1 to 5, please indicate the extent to which you agree with each of the following statements:

8. The information presented was clear and easy to understand.

1	2	3	4	5
Strongly Agree	Agree	Disagree	Strongly Disagree	Not Sure

9. The information presented was appropriate for my needs.

1	2	3	4	5
Strongly Agree	Agree	Disagree	Strongly Disagree	Not Sure

10. The session today increased my understanding of the Public Information Process and how my input has been used in developing the draft preliminary design of the Southeast to West LRT.

1	2	3	4	5
Strongly Agree	Agree	Disagree	Strongly Disagree	Not Sure

11. Participating in this session was a good use of my time.

1	2	3	4	5
Strongly Agree	Agree	Disagree	Strongly Disagree	Not Sure

12. The venue location was appropriate.

1	2	3	4	5
Strongly Agree	Agree	Disagree	Strongly Disagree	Not Sure

13. Please tell us how you heard about the session today. (Circle all that apply)

1	2	3	4	5	6	7	8	6	7
Website	E-mail	Twitter	Face Book	Roadside Signs	Poster	Newspaper Ads	From someone else	Community League or other Organization	Other

If you said Organization or Other, please specify: _____

13. What are the first three digits of your postal code? _____

Please drop off your completed form at the welcome desk or **Fax to 780-986-6759**. You can also complete the survey online at or www.edmonton.ca/setowestlrt. Visit www.edmonton.ca/setowestlrt. Deadline for submission is May 26 at 9PM MST.

Appendix E – Verbatim Comment Form Responses

SE to West LRT Preliminary Design
Stage 4 Public Consultations – Areas 1&2 Feedback Form

South Edmonton Alliance Church on September 19, 2012

- 7 Feedback forms submitted at community event with 2 people supplying comments not using the Feedback Form

Comments are recorded exactly as they were submitted. A bracketed number following a comment indicates the number of times the same comment was made.

1. On a scale of 1 to 5, where 1 means “Not at all satisfied” and 5 means “Very satisfied”, how satisfied are you overall with the draft preliminary design for the Southeast to West LRT?

1. Not at all satisfied
2. Somewhat satisfied (2)
3. Neutral (2)
4. Satisfied (1)
5. Very satisfied (2)
 - There has been no sign of addressing the potential noise (ding ding bells) from the trains passing by, the western boundary, 34 Ave and 66th St of our condo site!

2. Why do you feel that way?

- There seems to be a lot of man power and related expenses to produce all the fancy drawings. There is a definite lack of Park ‘n’ Ride. There also seems to be a deficiency /info regarding bus service to the limited number of stations. What about bike racks? I doubt that most users will walk more than 3-4 blocks. If “Millgate” is not going to be relocated to near the LRT (@Whitemud), maybe the LRT could be routed to an eastern extended Millgate?? Or will there be a shuttlebus?
- I feel that the city listened to some of our input last public meetings for stops, but left out other input that was addressed. Would have liked to see option 2 for stops that public agreed on like we saw for bridge options.
- Seems like the big picture isn’t being seen.
- I originally didn’t like the Wagner elevated line but with the co-operation of the park ‘n’ ride @ the same site, the current picture looks better and more efficient. Quick connection to bus and pick up is key.
- Good info, helpful “techs”, safety, warmth.



- Elimination of Park 'n' Ride Whitemud rd. and 75 St. will put unnecessary traffic on 775 St. If this remains there should be another Park 'n' Ride at Ellerslie and 50 St. even before LRT arrives.
- Lots of information and people with knowledge about the project.

3. Did you attend any of the previous public meetings regarding the Preliminary Design of the SE to West LRT?

Stage 2 (March – April 2012) (4)

Stage 3 (May – June 2012) (2)

- Yes. I hope there is better weather (rain-snow) protection than what is often provided (Medical Sciences) that will require substantially and costly upgrades such that Belvedere.

4. Did you provide any feedback online regarding the Preliminary Design of the SE to West LRT?

Yes (1)

No (5)

5. Which aspects of tonight's meeting did you find most valuable? (Please check all that apply)

Presentation (4)

Map table discussions (4)

Display boards (3)

Interaction with representatives (1)

Question and answer session (3)

Other: All

- All nice? But not significant upgrade or additional info for the number that appear to be working on this project.
- Liked how they did this this time.

6. Do you have any additional comments to share on the SE to West Preliminary Design?

- I wonder if some of the homeowners will find a parking space on their property and rent them out for a nominal fee? I find it hard to understand our shopping centers here. In Phoenix , L.A welcome transit parking. Some L.A park 'n' ride sites have armed sheriff control. I still believe the west line should be on 163 At to 107 Ave to 121/122 St. To downtown 104 Ave/103 Ave/102 Ave??? Lots of



space on 107 Ave for expansion. Some presenters could use some public speaking training. Diction, Voice projection, clarity, confidence.

- Would like to see no bus stops along 83 St. due to one lane traffic-way to busy a route, now with less lanes it will be busier. Also would like to see non-service busses not use this route 83 St. is you except the rest of traffic to find alternate routes, why can't ETS?
- Shared on the board with sticky comments.
- Love the kiss and ride zones-was getting dropped off at Southgate-very stressful with busses. Then kiss n' ride zone was made. Now my family can jump out without stress. I recommend keep as many as you can. I like the unique concrete to know where to stand. Safety 1st. Comfortable levels with children.
- Look at safety.
- Cross walks on 66 St-cross walk so slow traffic. Either eliminate them or make them go over or under 66 St. Prefer # 3 bridge over River Valley-less visual impact.

Your responses to the following questions will assist us in planning future meetings.

Using the scale from 1 to 5, please indicate the extent to which you agree with each of the following statements:

7. The information presented was clear and easy to understand.

Strongly Agree	Agree	Disagree	Strongly Disagree	Not Sure	No Reply
4	2	1			

8. The information presented was appropriate for my needs.

Strongly Agree	Agree	Disagree	Strongly Disagree	Not Sure	No Reply
3	3	1			

9. The session today increased my understanding of the Public Information Process and how my input has been used in developing the draft preliminary design of the Southeast to West LRT.

Strongly Agree	Agree	Disagree	Strongly Disagree	Not Sure	No Reply
4	2		1		

10. Participating in this session was a good use of my time.

Strongly Agree	Agree	Disagree	Strongly Disagree	Not Sure	No Reply
4	1			1	

11. The venue location was appropriate.



Strongly Agree	Agree	Disagree	Strongly Disagree	Not Sure	No Reply
4	2	1			

12. Please tell us how you heard about the session today. (Circle all that apply)

Website	E-mail	Twitter	Face Book	Roadside Signs	Poster	Newspaper Ads	From someone else	Community League or other Organization	Other
1	2	1	1	4	1	1	1	1-Avonmore	Postcard Mail Card

13. What are the first three digits of your postal code?

T6G	T6L
T6C	T6K

*Blue writing indicates comments provided by same person

Additional Comments/Clarifications

- Impact of Line on property value. People say that and look after risk line built.
- Wagner School-direct access from the station to the Wagner School.
- A resident of the 111 St. area commented the property values dropped by \$100 k when the Century Park line was constructed.
- Between the Millbourne and Mill Woods stations shift the road to the track alignment to the west to provide more green space adjacent to the multi-family housing north of the Alliance Church.
- Provide a direct pedestrian route from Wagner Station to Wagner school.
- Noise and Vibration are ongoing concerns.
- Three comments supporting the plan.
- Road access during construction is a concern.

SE to West LRT Preliminary Design
Stage 4 Public Consultation – Area 3 Feedback Form

South Edmonton Alliance Church on September 20, 2012

- 13 Feedback forms submitted at community event

Comments are recorded exactly as they were submitted. A bracketed number following a comment indicates the number of times the same comment was made.

1. On a scale of 1 to 5, where 1 means “Not at all satisfied” and 5 means “Very satisfied”, how satisfied are you overall with the draft preliminary design for the Southeast to West LRT?

1. Not at all satisfied (1)
2. Somewhat satisfied (3)
3. Neutral (1)
4. Satisfied (5)
5. Very satisfied (3)

2. Why do you feel that way?

- The plan and design seem sound.
- Looks like most concerns/preferences have been listened to.
- Had some hearing presenters, possibly due to microphone not being held directly in front of their mouths (P.S. have just acquired a hearing aid).
- You are listening to us.
- I felt that the information was complete and easy to understand. I like the design because the route makes sense; it is a good compromise for other uses of the roads. I like the lower impact of the trains.
- I still have concerns about traffic interference at 82 Ave./83 St. and North and South along 83 St. south of 82 Ave. (1)
82 St. /83 Avenue is a major E-W corridor and I expect major delays at this crossing congestion East and West. (2)
Traffic capacity along 83 St. south of 82 Ave. is greatly reduced.
- The LRT lines on 83 St. between 82 Ave and 76 Ave. will remove 2 lanes of traffic and will cause major traffic congestion.
- Seems that you have been listening to general public on this project.
- I feel that most, if not all. Possible concerns have been addressed in the planning stage. I like the design and measures taken provided the best service to the area.

- No consideration given to the increase of traffic/parking in residential neighborhoods surrounding the stops. It is already a busy traffic area-there is no apparent consideration to smooth out traffic flow-it's the opposite.
- It looks good- will be convenient for me to get to and from work. Apprehensive about traffic flow @ major intersections given the clogged mess @ 114th and 82nd on the existing line.
- Looks like the team is trying to incorporate the ideas as presented by the public,
- It's still not clear about the budget for this project. Where is the money coming from? Especially when there isn't enough money for road/sidewalk repairs in many neighbourhoods. We're in Idylwyld and had to pay for our roads and sidewalks to be done out of our own pockets.

3. Did you attend any of the previous public meetings regarding the Preliminary Design of the SE to West LRT?

Stage 2 (March – April 2012) (8)

Stage 3 (May – June 2012) (5)

4. Did you provide any feedback online regarding the Preliminary Design of the SE to West LRT?

Yes (6)

No (7)

5. Which aspects of tonight's meeting did you find most valuable? (Please check all that apply)

Presentation (9)

Map table discussions (11)

Display boards (9)

Interaction with representatives (9)

Question and answer session (7)

Other:

- Would like to see more streets/avenues marked so as to give better idea of locations being mentioned/ shown.
- I like bridge #2 the best.

6. Do you have any additional comments to share on the SE to West Preliminary Design?

- I think the design looks great.
- The LRT corridor on 83 St/ between 76 Ave/ and 82 Ave/ is in need of redesign. Vehicle traffic will be reduced to one lane in each direction and will cause major congestion and huge inconvenience t residents in the immediate area-what about the school on 83 St.??

- Hope you get started ASAP!
- There are other projects in the area waiting on this extension which will also impact the area-twin arena, Vimy Ridge, Westcorp development on 85 St.. City seems to be working in silos which decrease the property value overall and increase residents concerns with planning process

Your responses to the following questions will assist us in planning future meetings.
Using the scale from 1 to 5, please indicate the extent to which you agree with each of the following statements:

7. The information presented was clear and easy to understand.

Strongly Agree	Agree	Disagree	Strongly Disagree	Not Sure	No Reply
3	8				

8. The information presented was appropriate for my needs.

Strongly Agree	Agree	Disagree	Strongly Disagree	Not Sure	No Reply
3	8				

9. The session today increased my understanding of the Public Information Process and how my input has been used in developing the draft preliminary design of the Southeast to West LRT.

Strongly Agree	Agree	Disagree	Strongly Disagree	Not Sure	No Reply
4	4	3			

10. Participating in this session was a good use of my time.

Strongly Agree	Agree	Disagree	Strongly Disagree	Not Sure	No Reply
3	7				

11. The venue location was appropriate.

Strongly Agree	Agree	Disagree	Strongly Disagree	Not Sure	No Reply
3	7				

12. Please tell us how you heard about the session today. (Circle all that apply)

Website	E-mail	Twitter	Face Book	Roadside Signs	Poster	Newspaper Ads	From someone else	Community League or other Organization	Other
2	3		1	4	1	5			Mail (3) C2E Internet forum led to website (1)

If you said Organization or Other, please specify:

-

13. What are the first three digits of your postal code?

T6C

SE to West LRT Preliminary Design
Stage 4 Public Consultation – Area 4 Feedback Form

South Edmonton Alliance Church on September 24, 2012

- 9 Feedback forms submitted at community event

Comments are recorded exactly as they were submitted. A bracketed number following a comment indicates the number of times the same comment was made.

1. On a scale of 1 to 5, where 1 means “Not at all satisfied” and 5 means “Very satisfied”, how satisfied are you overall with the draft preliminary design for the Southeast to West LRT?

1. Not at all satisfied
2. Somewhat satisfied
3. Neutral
4. Satisfied (2)
5. Very satisfied (4)

2. Why do you feel that way?

- Some progress, but would like to know more on the funding and business case to make it happen.
- I like the style of LRT. Station design is looking good.
- Have been kept reasonably well informed as the planning had progressed. As a Cloverdale resident, I have paid most attention to the Area 4 materials, but know I can find out about the other areas if I want.
- I feel that the overall plan makes sense. As the City grows, we need to provide public transportation for future growth. It makes sense. Build it!
- Please indicate what levels of vibration will affect my residence during (a) development of the tunnel and (b) during LRT operation

3. Did you attend any of the previous public meetings regarding the Preliminary Design of the SE to West LRT?

Stage 2 (March – April 2012) (4)

Stage 3 (May – June 2012) (1)

4. Did you provide any feedback online regarding the Preliminary Design of the SE to West LRT?

Yes (2)

No (4)

5. Which aspects of tonight’s meeting did you find most valuable? (Please check all that apply)

Presentation (2)

Map table discussions (2)

Display boards (3)

Interaction with representatives (5)

Question and answer session (1)

- Very knowledgeable, or found someone who could answer specific technical questions.

6. Do you have any additional comments to share on the SE to West Preliminary Design?

- Build it please.
- The sooner I can use LRT route the better!
- As the French quarter BR2 moves forward in 2013, I think that we need to include some of the Francophone history thematic at both Strathcona and Boonie Doon stations. The city census demonstrates very clearly that there is a high concentration of francophone community in Bonnie Doon, Strathearn, Hollyrood, King Edward. ? etc.
- Prefer concept road design for Connor rd. / 95 Ave.
- Prefer concept road design rather than alternate road design (re: Connors rd.).

Your responses to the following questions will assist us in planning future meetings.
Using the scale from 1 to 5, please indicate the extent to which you agree with each of the following statements:

7. The information presented was clear and easy to understand.

Strongly Agree	Agree	Disagree	Strongly Disagree	Not Sure	No Reply
3	3				

8. The information presented was appropriate for my needs.

Strongly Agree	Agree	Disagree	Strongly Disagree	Not Sure	No Reply
3	3				

9. The session today increased my understanding of the Public Information Process and how my input has been used in developing the draft preliminary design of the Southeast to West LRT.

Strongly Agree	Agree	Disagree	Strongly Disagree	Not Sure	No Reply
2	4				

10. Participating in this session was a good use of my time.

Strongly Agree	Agree	Disagree	Strongly Disagree	Not Sure	No Reply
4	2				

11. The venue location was appropriate.

Strongly Agree	Agree	Disagree	Strongly Disagree	Not Sure	No Reply
3	2				

12. Please tell us how you heard about the session today. (Circle all that apply)

Website	E-mail	Twitter	Face Book	Roadside Signs	Poster	Newspaper Ads	From someone else	Community League or other Organization	Other
1		1	1	4				1-Cloverdale	

13. What are the first three digits of your postal code?

T6C	T5L
-----	-----

**Valley Line (SE to West) LRT Preliminary Design
Stage 4 Public Consultation
Centre West to Lewis Farms (Areas 5/6) Feedback Form**

7 feedback forms received on May 14, 2013 at the meeting. 187 attendees at the meeting.

1. To comply with the City of Edmonton's River Valley Area Redevelopment Plan (Bylaw 7188), an Environmental Impact Assessment of the project is being conducted. Your input is important. Please provide any information that you wish the project team to consider regarding the environment within, or adjacent to, the project boundaries. Your comments will be compiled and considered during the environmental assessment.
 - I am pleased with the current design. Any changes to the plan re: land increases to the road or north side running would ghettoize the neighbourhoods of Grosvenor and Glenora.
 - Ensure noise from LRT is reduced to a minimum.
 - The traffic studies have to be updated to include how the mall affects traffic flow particularly when WEM has special weekend events or massive sales events or entertainment evenings. 87 Avenue can be gridlocked between 165 and 182 Streets for hours at a time during these events.
 - Noise in Westmount from trains – What can be done to prevent this disruption to this historical neighbourhood.

2. On a scale of 1 to 5, where 1 means "Not at all satisfied" and 5 means "Very satisfied", how satisfied are you overall with the preliminary design for the Valley Line LRT? (7 responses)

1. Not at all satisfied (1)	4. Satisfied (3)
2. Somewhat satisfied (2)	5. Very satisfied (0)
3. Neutral (1)	

3. Why do you feel that way? (5 responses)
 - Fair impact to all "neighbours" and good balance between neighbourhood and commuter interests. (Rating Question 2: 4)
 - Review 178th overpass vehicle stats. Have suggested for the past 2 years to raise the LRT over 178th Street – There has been no change to this plan. You are missing a major opportunity to relieve traffic at this location. (Rating Question 2: 2)
 - Some changes from last November incorporated into new designs and presentations. (Rating Question 2: 2)
 - Wrong location! (1) S/B – University across River – 87th Avenue (2) 107 Avenue – 163 Street (Rating Question 2: 1)
 - This section of the line majorly disrupts well established neighbourhoods. (Rating Question 2: 3)

4. Did you attend any of the previous public meetings regarding the Preliminary Design of the west portion of the Valley Line LRT?

Stage 2 (April 2012) (4 – Yes, 2 – No, 1 – No response)

Stage 3 (November 2012) (4 – Yes, 1 – No, 2 – No response)

5. Which aspects of tonight’s meeting did you find most valuable? (Please check all that apply)

Formal Presentation (2)

Corridor and Access maps (4)

Display boards (5)

Laptop Presentations (1)

Interaction with representatives (2)

Question and answer session (4)

Background Presentation (1)

Other (please specify)

- Listening to attendees questions and concerns.
- Waste of time, done deal.

6. Have you ever provided any feedback online regarding the Preliminary Design of the Valley Line LRT? (6 responses)

Yes (4)

No (2)

7. Do you have any additional comments to share on the Valley Line Preliminary Design?

- No.
- LRT should be totally raised above ground level.
- I would like to see plans for crime prevention and vandalism/graffiti control. Plus will the night time lighting impact nearby residential.
- Kill bike lane proposal for 95 Avenue.
- Build it underground or revise route or don't build this section. Disruption to houses and business and traffic.

Your responses to the following questions will assist us in planning future meetings. Using the scale from 1 to 5, please indicate the extent to which you agree with each of the following statements:

8. The information presented was clear and easy to understand. (6 responses)

1	2	3	4	5
Strongly Agree	Agree	Disagree	Strongly Disagree	Not Sure
0	6	0	0	0

9. The information presented was appropriate for my needs.

1	2	3	4	5
Strongly Agree	Agree	Disagree	Strongly Disagree	Not Sure
0	5	1	00	0

10. The session today increased my understanding of the Public Information Process and how my input has been used in developing the draft preliminary design of the Southeast to West LRT.

1	2	3	4	5
Strongly Agree	Agree	Disagree	Strongly Disagree	Not Sure
1	4	1	0	0

11. Participating in this session was a good use of my time.

1	2	3	4	5
Strongly Agree	Agree	Disagree	Strongly Disagree	Not Sure
1	3	1	1	0

12. The venue location was appropriate.

1	2	3	4	5
Strongly Agree	Agree	Disagree	Strongly Disagree	Not Sure
0	5	1	0	0

Comment: Dark but good address (with rating of Disagree)

13. Please tell us how you heard about the session today. (Circle all that apply) (6 responses)

1	2	3	4	5	6	7	8	6	7
Website	E-mail	Twitter	Face Book	Roadside Signs	Poster	Newspaper Ads	From someone else	Community League or other Organization	Other
1	3	0	0	3	0	1	0	0	2

If you said Organization or Other, please specify: Mailout, Neighbours

13. What are the first three digits of your postal code?
 T5R (2)
 T5N (2)
 T5T (1)
 T6M (1)

Please drop off your completed form at the welcome desk or **Fax to 780-986-6759**. You can also complete the survey online at or www.edmonton.ca/setowestlrt. Visit www.edmonton.ca/setowestlrt. Deadline for submission is May 26 at 9PM MST.

Appendix F – Comments Received at Prezi Stations

170 Street to Lewis Farms

- 178 Street Crossing (contact info provided)
 - At grade crossing concern
 - Can line stay elevated over 178 Street
 - 178 Street has excessive traffic comparable to 170 Street
- Elevated track over 178 Street
- Build it properly instead of quickly and cheaply (referring to comment above)
- 178 Street back up to 182 Street and 175 Street for turning onto north/south 178. LRT might make this work. Look at traffic counts at intersection.
- Consider centre platform at West Edmonton Mall Station to minimize views to south side properties or use opaque materials on south side of station. Consider landscaping addition on south side of 87 Avenue at West Edmonton Mall Station.
- Elevated over 178 Street is preferred. Significant traffic concerns with at grade crossing.
- Sure, yes. (referring to above comment)
- Stop/Station is needed at 189 Street. Location of 182 Street stop is not as efficient/needed.
- Pedestrian bridges at West Edmonton Mall and Misericordia would help TOD. Connection to West Edmonton Mall with pedway to station. Climate effects on pedestrian at Station, pedway to mall is important.

156 Street to 170 Street

- Concern about 87 Avenue and 165 Street intersection. Mostly turning north off of 87 Avenue onto 165 Street. This is the only access by all. Fire, police, ambulance and residential traffic. The only other access would be to go north on 170 Street up to 95 Avenue and go south on 165 Street back down to 87 Avenue. This will increase a delay especially in emergency vehicles. Also my right as a member of the community, I was not aware of any other meeting where our input was asked. Twenty block detour is not acceptable. I think your idea is not thought out. (Contact info provided)
- 95 Avenue at 156 Street does not reflect lane reductions from bid dedicated lane plan. Transportation impact and plan to shift West Jasper Place neighbourhood access/egress room 156 Street to 95 Avenue.
- Traffic signal coordination critical on 156 Street and 100, 100A and Stony Plain Road intersections.
- How are bus stops along 156 Street and Meadowlark Road going to be planned so that single lane traffic is not badly impacted?
- Vehicle/fire truck access to Meadowlark Park off Meadowlark Road.
- If we lose bus routes/frequency along LRT route such as #1, we will lose the access to get bikes to downtown during peak hours as on current bike racks.
- Right turn westbound land of 156 Street onto 95 Avenue, acquire gas station and redevelop as TOD.
- Pedway access from station to Misericordia and TOD to the south.

Groat Road to 156 Street

- Access to Glenora Skyline will have to be along 142 Street.
- Don't widen Stony Plain Road. Maintain smaller neighbourhood feel.
- Queue from right hand turn on Stony Plain Road from 149 Street will cause issues when reducing right hand turn options from two to one right turn lanes. Traffic currently backs up along 149 Street north bound from Stony Plain Road to 95 Avenue. This includes left hand turns from east bound on 100 Avenue/95 Avenue onto northbound 149 Street.
- Pushing high density in Stony Plain Road due to LRT to promote using/TOD. This is a negative to current residents. Newman Resolution.

- Users may use Glenora neighbourhood as a Park 'N' Ride. Preventative measures should be taken to prevent riders from parking on the streets and using LRT.
- Train doors need to fit a walker.
- Noise mitigation through the neighbourhood, i.e., 149 - 142 on Stony Plain Road.
- Summit Village - feels vibration from trucks/buses—100 Avenue /149 Street.
- No left hand turns east bound off Stony Plain Road—142 - 124 Street
- Bus service along Stony Plain Road—single lane.
- Bus stops not shown on drawings.
- 104 Avenue cul de sac—Park 'N' Ride /drop offs. People will jaywalk across Stony Plain Road to access 104 Avenue/132 Street. Collision point/vehicle traffic.
- East bound over 132 Street down not line up. East side of 132 Street may become a collision point.
- Pullouts for bus stops. Don't allow bus stops along Stony Plain road. Backs up traffic.
- Geotechnical review—southeast of Glenora stop through ravine.
- Cross walk on east side of 138 Street across the tracks. Move crosswalk to the west of the intersection, to the existing location. This will prevent conflict point with east bound turn vehicles
- 107 Avenue/142 Street traffic circle should be an intersection. North bound 142 to east bound 107 backs up on 142 Street south towards Stony Plain Road.
- Sound wall on 138 Street/Stony Plain Road on southeast corner (contact info provided).

105/106 Street to Groat Road to Stony Plain Road

- Traffic volume concerns once Stony is down one lane.
- Power should be through the rails and not overhead (Bombardier said it would work here).
- The largest resistance to the LRT from nearby residents always seems to be the multitude of overhead power poles and proliferation of wire giving a very industrial look to LRT with overhead wires and poles. IF the power could be in the rails as utilized by new technology by Bombardier in new lines in Toronto (gets more snow than Edmonton). If any request would be wished for, it would be the power poles and wires put into rail that would be wonderful. Thank you. A long-term resident of beautiful Glenora.
- 102 Avenue, 105 Street to 104 Street, south side, remove bump, it makes it hard to exit from access on south side.
- Stony Plain Road—traffic congestions when reducing traffic to two lanes (from four lanes). If no parking, what will happen to stores?

Appendix G – City Website Survey Results

Email Comments Summary

Email's received:

Hello,

I would like to cast my vote Option 3 of the LRT bridge design.

[REDACTED]

[REDACTED]

Stage 4 Area 4

After going to the meeting on Sept. 24th at the Old Timers Cabin

I was very concerned about the proposed changes to the Cloverdale Community access being limited to turning Cloverdale Hill Road into a one way downhill only, with no access to Conners Road.

There have been times when 98th Ave. has flooded, so to designate it as the entrance/exit to the Cloverdale Community, is dangerous and inadequate.

The proposal to use 92nd. St. to get onto Cloverdale Hill Road is not realistic, as it only proposes access/exit one way to the Cloverdale Community.

Cloverdale Hill Road needs to remain an entrance and exit point to the Cloverdale Community.

[REDACTED]

[REDACTED]

I attended the public meeting on September 24. My young son didn't have the patience to stay before I could vote on the bet North Saskatchewan River Bridge.

My choice is option 3 as it won't overpower all the other attractions around it such as Louse McKinney Park, Folk Festival Shaw Conference Centre and Muttart Conservatory.

Also it costs the least of the 3 choices and won't block the view of those in Riverdale.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

I had the opportunity to speak with [REDACTED] property this morning. We discussed the Connors Road alignment and [REDACTED] expressed concerns over potential slope stability & noise impact to her home at top of hill. As [REDACTED] was not able to attend our recent September 2012 open house in this area, she requested that I document her comments regarding the road alignment and incorporate them as part of our Public Involvement process.

[REDACTED] comments are as noted below:

[REDACTED] objects to the shifting of Connors road to the south and cutting into the hill

At time of concept planning, it was not clear that road would be shifting south. [REDACTED] feels that City is sneaking this design in at this late stage.

Not fair that renters (Edmonton Ski Club) have more say than permanent residents.

[REDACTED] plans on attending the Oct 23 community meeting regarding Connors Road alignment. I informed her that additional drawings and cross-sections will be available for information & discussion at that time.

[REDACTED]

[REDACTED]

Stage 4 Area 3

Dear Sir or Madame,

Regarding the future LRT station that will run through the Strathearn Community I have some thoughts I'd like to share. My husband and I have lived in Strathearn for over 20 years and follow developments in the community. Regrettably we were unable to attend the recent public meeting but it's my understanding that color choices for the station was one of the topics. This brings me to my suggestion.

If you look at the first of the attached pictures you'll see Kate, Princess of Wales carrying a clutch purse in a pattern of the Strathearn tartan (as she also happens to be Countess of Strathearn - see under caption "clutch play"). The second attachment shows a better photo of her with the tartan pattern on her purse and the third a few examples of Strathearn tartans.

As you can guess, this is my suggestion for color. Even a tartan pattern or colors incorporated into the design may be interesting with a reference to the Princess/Countess. The name, history and colors of this of this community can be highlighted in this new structure and being attached to a very famous Princess doesn't hurt.

You should also note that Holyrood has a tartan that might be considered for their LRT station.



(Images Attached on next page)

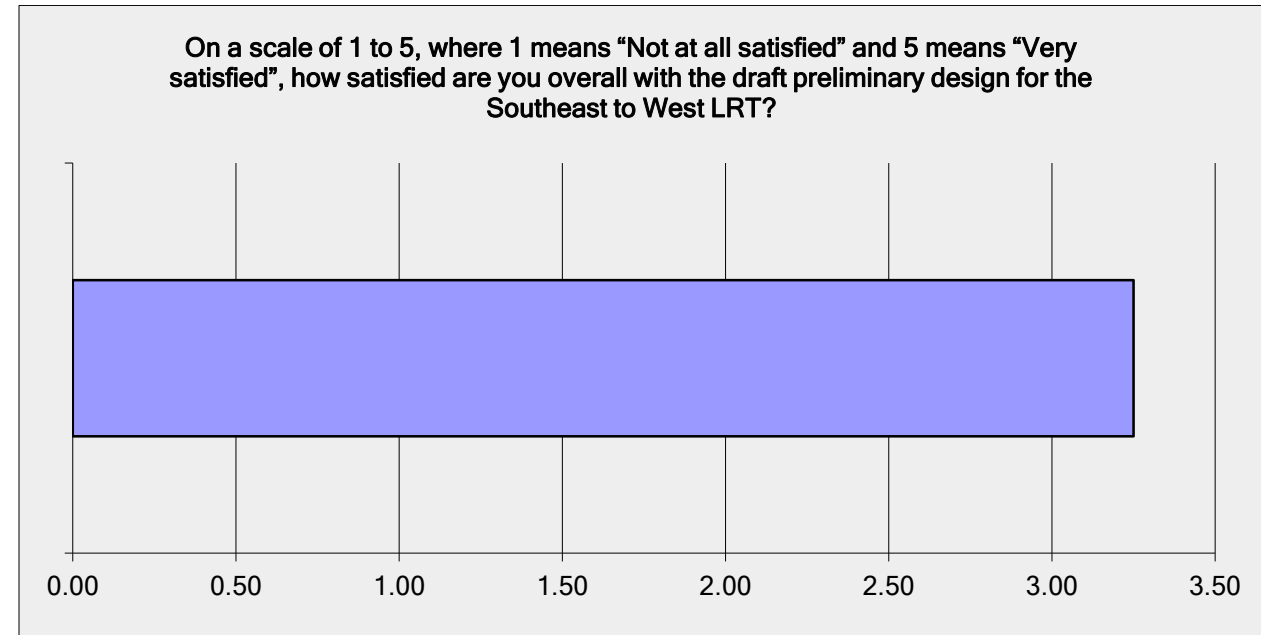
Web Survey Results:

Areas 1&2

Q1:

On a scale of 1 to 5, where 1 means "Not at all satisfied" and 5 means "Very satisfied", how satisfied are you overall with the draft preliminary design for the Southeast to West LRT?

Answer Options	Not at all satisfied	Somewhat satisfied	Neutral	Satisfied	Very satisfied	Rating Average	Response Count
	4	1	0	9	2	3.25	16
						<i>answered question</i>	16
						<i>skipped question</i>	0



Q2:

Why do you feel that way?	
Answer Options	Response Count
	10
<i>answered question</i>	10
<i>skipped question</i>	6

It was nice there was a general question and answer period for the public to participate in but, it was obvious this was a token gesture of public involvement and input. It was deliberately rushed through when there was plenty of time to ask more questions and deliver their corresponding answers. There were other members of the public who had questions to ask yet, did not get the opportunity to ask them. I even noticed the person located on my left hand side with their hand up with the question and answer period being "concluded". In the past, a round of three people were picked and allowed to ask their questions with an option for rebuttal AND/OR state their comments about the subject. Then another three people would proceed for another round of questions/comments and so forth. This is consistent at other City of Edmonton presentations I have been to prior for both these LRT sessions and others sessions which relate to transportation and/or other civic issues. There only were about 5 to 6 questions allowed to be asked after the presentation and people still wanted to ask more questions yet were quickly cut off from doing so. Even more questions from the public are permitted at the mayor/councillor forums during an election year. So why this public oral question session being deliberately stifled when there is plenty of time to answer concerns from the public? Please don't insult my intelligence by saying in a stock response, "...a person could ask one of the representatives after the presentation..." nonsense. It is quite obvious that you people are begrudgingly don't wish to answer questions before a general audience yet claim you want to listen to what the public has to say. That you people desire to compartmentalize individual members of the general public with their concerns instead of facing them in the open, only granting this token gesture to feign transparency and accountability. Who are the people that mastermind(s) behind this methodology of conducting this kind of dialogue with the general public? If they are so justified instigating and fostering this behaviour, why don't they face the taxpaying public and explain themselves in front of everybody in their "legitimacy" of doing so? Why you subjugate the public in such a manner considering the public purse is sole funder this public works project?

Why is now, that you people, are now avidly bringing to the attention of only three bridge designs that cross the North Saskatchewan River when there was originally six of them to choose from? Where was this eagerness of promotion in this bridge crossing during last spring sessions? How can you reasonably say, that the public selected and narrowed down "choices" of the original six selections when the last spring sessions were only concentrating on "...themes of neighbourhoods..." and whatnot. There was more information provided in a local community tabloid newspaper concerning this bridge crossing than what you people brought to the attention to the public early this year. Even though the article in a small newspaper was biased towards one bridge design, advocated by a community league president and authored by him as well, provided me with more information about this bridge crossing the North Saskatchewan than you people did. As far as I recall, there was only one poster board concerning this subject with no adequate promotion calling attention or a broadcasted oral presentation during the previous spring sessions. Now you're basing these "overwhelming" results of selection, reduced down to only three choices. Do you honestly think that everyone is that stupid? You honestly think that everyone is going to overlook how you went about "promoting" this so called selection of six? Do you honestly expect me to believe that your are basing your results on what the public actually conveys based on the inadequate way of you people orchestrating this "vote" or calling proper attention to this topic?

There doesn't seem to be any vast use of multi-use trails that run parallel with this SE to West LRT line unlike what is proposed for the extension of NAIT, running towards the northwest section of Edmonton. I have mentioned this before but apparently all I see proposed in the preliminary SE to West design is mostly sidewalks. You should think of this LRT route as a transportation corridor that harmonizes pedestrian, cyclist, motor vehicle, and public transit train. I have mentioned this before but to no avail. So much for "What we have heard..." from the public for their ideas and concerns on how to implement this project.

There are a number of these traction sub-stations located close to and even directly adjacent to residential buildings. What about the concern for the residents who live there in the immediate area and are constantly exposed to electro-magnetic radiation when the alternating current is being rectified in to direct current? What proof do you have, that no ill effects will result when someone is living right beside one of these traction sub-stations?

Why is it that these surveys for the Southeast to West LRT are very simple and not so elaborate unlike other surveys (i.e. the current survey of the LRT from NAIT to the Northwest)? Aren't you interested in asking for detailed questions for detailed public input that is valid? One could say, that maybe you just made up your minds already in how you are going to implement this transit train line. In addition to this, that you're not really interested in constructive input from the public to benefit society as a whole with this project or your genuine performance in how you interact with the public in ascertaining this information.

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1 Oct 1, 2012 3:41 AM

2 Oct 1, 2012 3:39 AM

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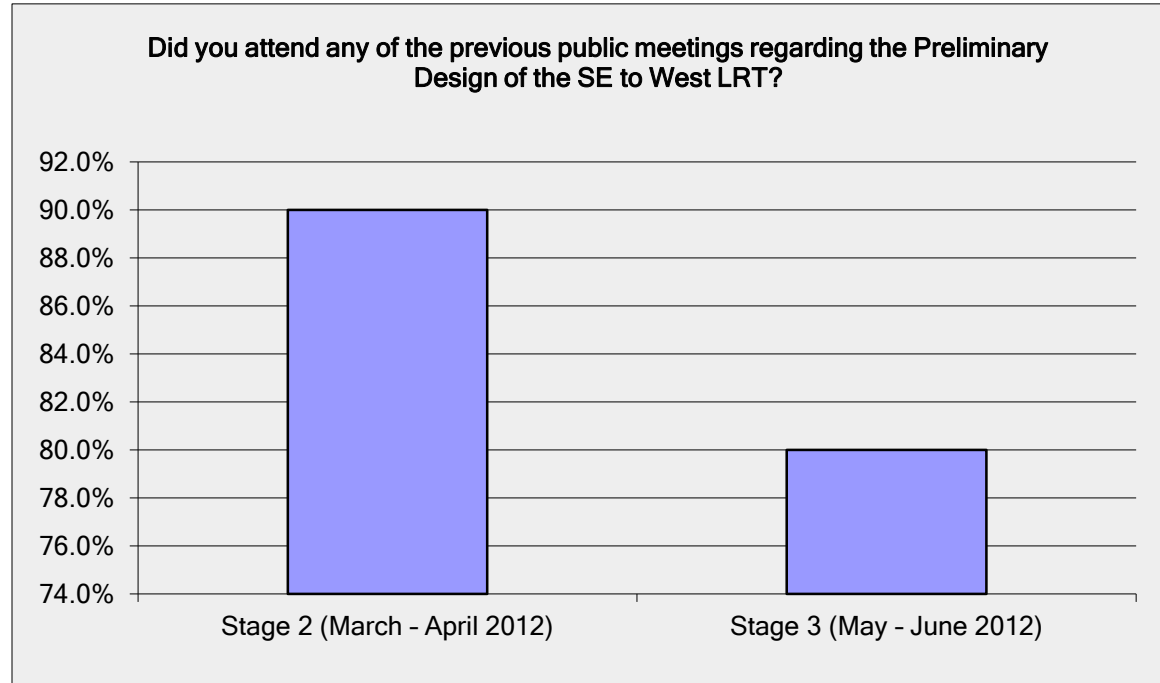
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4	Sep 29, 2012 2:44 AM	<p>Why is it that these surveys for the Southeast to West LRT are very simple and not so elaborate unlike other surveys (i.e. the current survey of the LRT from NAIT to the Northwest)? Aren't you interested in asking for detailed questions for detailed public input that is valid? One could say, that maybe you just made up your minds already in how you are going to implement this transit train line. In addition to this, that you're not really interested in constructive input from the public to benefit society as a whole with this project or your genuine performance in how you interact with the public in ascertaining this information.</p> <p>I believe that the city is listening to resident concerns and responding to them</p> <p>Prposed system is very much like current SLRT: too much hih-tec, and too much to keep car traffic going smoothly. As it stands at most stations access will be only from the two ends of the stations. Please create at least one crosswalk, white lines) across traffic with or without lights at the centres of the stations.</p>
5	Sep 28, 2012 5:03 PM	<p>Stations look too much like stations instead of casual stops. Encourage more flow across tracks. Safety be damned.</p> <p>The design process to date (including the selection of the route) has been accomplished by a bunch of engineers and City staff going off into a room someplace and determining what the solution will be. Then there are several rounds of pretend consultation where stakeholders are informed of the City's decision. If the feedback from the stakeholders aligns with the decision that the City has already made then such alignment is held forth as some result of the consultation effort. If the feedback to the City's decision is not aligned then the feedback is ignored. Very frustrating experience. Communicaiton frequency and content has been good.</p>
6	Sep 26, 2012 6:28 PM	<p>Our issue is the Edmonton Ski Club and the LRT impact upon it. I realize that in the design phase it is difficult to provide 3D drawings or similar, however, these are the representaitons that will be needed in order for us to understand the magnitude of impact on our hill. We have asked for these drawings now but may not be able to influence the outcome if we now see that we are losing 30% of the vertical height of our hill, as an example.</p> <p>The city appears to have taken into consideration the input from the communities. For Cloverdale, design features like the portal and station stop design look good, as does the walking bridge redesign.</p> <p>The new access to Cloverdale Road does not appear to make sense... all traffic from Strathern would be forced to go down the hill, which seems to be a problem. As well, access to the road is very poor for residents when there are problems on 98th ave (approximately once per month there is something). At the same time I appreciate taking less of the hill.</p> <p>The bridge designs all look good, though I preffer the extradosed bride as it doesn't impact the skyline as much and yet provides interest.</p>
7	Sep 26, 2012 3:49 PM	<p>I am concerned with the Muttart Storage Facility, and would rather see it set up with the Edmonton Ski Club Access from the west. I believe that the LRT planning group should meet with the ski club, muttart and community league to plan this out together.</p> <p>The plan pays attention to green spaces, does not impact Gallagher Park, provides a green space between the LRT trains and the sidewalk down Connors Hill, and seems to require quite minimal housing dislocations.</p>
8	Sep 26, 2012 3:43 PM	<p>My only concern is about the line on 102 Ave through Chinatown. You have to find ways to make it easy for residents to easily get to the other side of the Avenue. It is their neighbourhood.</p> <p>The design presented answers most questions However, it does not address the question of plans for Millgate Transit Centre now that the Whitemud stop and transit centre has been removed.</p>
9	Sep 25, 2012 1:27 AM	
10	Sep 23, 2012 1:24 PM	

Q3:

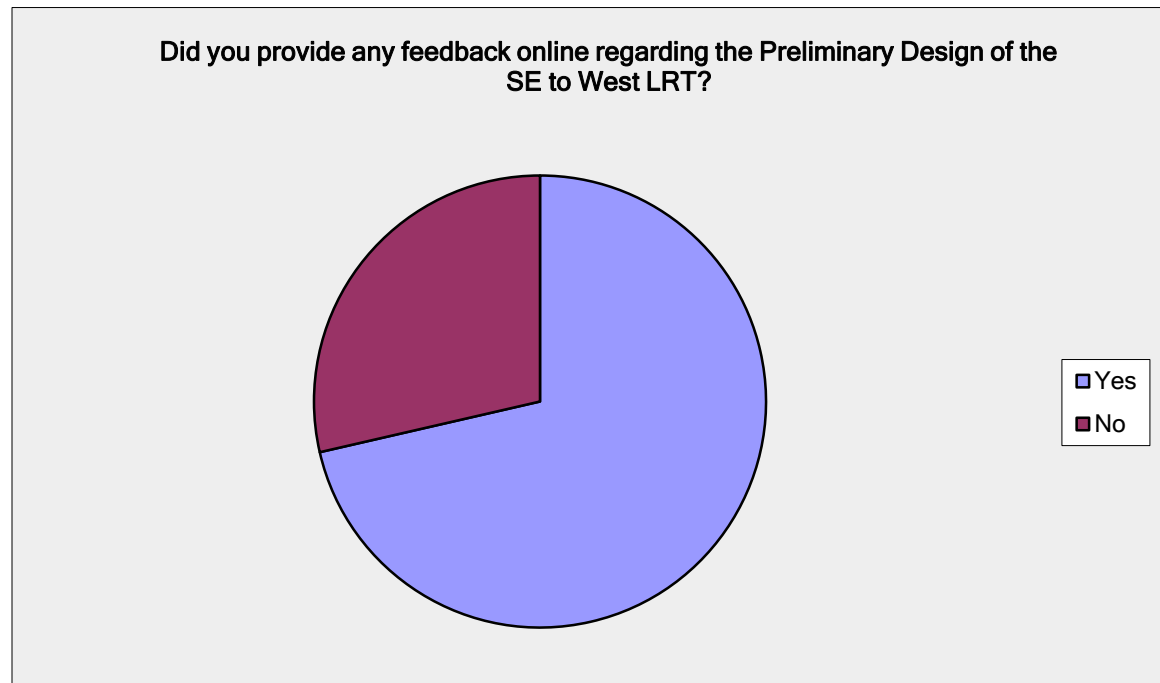
Did you attend any of the previous public meetings regarding the Preliminary Design of the SE to West LRT?		
Answer Options	Response Percent	Response Count
Stage 2 (March - April 2012)	90.0%	9
Stage 3 (May - June 2012)	80.0%	8
	<i>answered question</i>	10
	<i>skipped question</i>	6



Q4:

Did you provide any feedback online regarding the Preliminary Design of the SE to West LRT?

Answer Options	Response Percent	Response Count
Yes	71.4%	10
No	28.6%	4
<i>answered question</i>		14
<i>skipped question</i>		2



Q5:

Do you have any additional comments to share on the SE to West Preliminary Design?	
Answer Options	Response Count
	12
<i>answered question</i>	12
<i>skipped question</i>	4

- | | | |
|---|--------------------------|--|
| 1 | Oct 1, 2012
3:42 AM | <p>Where is the creditability of having a French theme for Strathrean? Is it the same “creditability” for having Bonnie Doon considered French as well? Just because there is Ecole Publique Gabrielle-Roy, the former Strathrean Junior High School, does not make this community French nor grant it legitimacy in having a French theme. Referring to both Strathrean and Bonnie Doon a having a French theme has just as much validity in referring these communities as a Chinatown, Koreantown, Little Italy, Little Jerusalem, Little Saigon, etcetera.</p> <p>Where is the creditability of having a French theme for Bonnie Doon? Just because there is Ecole Maurice-Lavellee, University of Alberta Campus Saint-Jean, La Cite Francophone d’Edmonton and a roadway, being 91st Street, named after the grandmother of Louis Riel in the Bonnie Doon subdivision’s western half, does not mean the whole community is French or some sort of French Quarter of Edmonton. The origins of the term “Bonnie Doon” is Scottish, not French. Alexander Rutherford, the first Premier of Alberta, owned the land in his time and named it “Bonnie Doon” in memory of his ancestral homeland of Scotland. The name means “pleasant, rolling countryside”. As well, the proposed Bonnie Doon LRT stop is located in union by the communities of Idylwylde and King Edward Park. Towards the eastern half of the Bonnie Doon subdivision, where the shopping mall is, not the western half. I don’t see any bilingual stop signs in this area of town nor hear people orally communicating an equally balanced use of both official languages of Canada in this geographical area. Who are you trying to fool here? To me, I think, someone is fabricating a theme instead of actually researching the origins of the neighbourhoods. It does not take any demanding critical thinking skills to figure this one out. Referring to both Strathrean and Bonnie Doon a having a French theme has just as much validity in referring these communities as a Chinatown, Koreantown, Little Italy, Little Jerusalem, Little Saigon, etcetera.</p> |
| 2 | Oct 1, 2012
3:40 AM | <p>According to the artist’s renderings, there seems to be no sidewalk/multi-use trail on the structure that runs from 75 Street over to Argyll Road. Is there going to be one? What is being presented on a poster board, there isn’t going to be one. Apparently, the LRT bridge crossing, from the provincial and city yards to 113A Street for the northwest LRT line also accommodates pedestrians and cyclists. Both these structures cross over a very busy roadway and freight train traffic. Having a multi-use trail/sidewalk would help facilitate this lower velocity traffic of pedestrians/cyclists in crossing perpendicular to this heavy vehicle traffic. It would provide more direct access for travel and further public safety by avoiding conflict between the two major identities of light and heavy traffic.</p> <p>Where is the creditability of having an aboriginal/native/indian theme in an industrial park? Really, how did this surface? Where is the creditability of having any aboriginal content at Wagner Station? Where is the tangible evidence to support this? Why do I have the feeling there isn’t any. As well, how did the public “wanted” the so called industrial theme? Mind you that idea would have more credence since, Wagner station is in Davies Industrial West. Considering the attendance of that previous meeting at W.P. Wagner School, back in March of 2012, was very dismal in relation to the other meetings in the other areas. It is quite obvious to me, in my opinion, that someone is fabricating these ideas and presenting it as truth, as if it came from previous public input. Yet, there was barely anybody from the public present at that meeting in Wagner School. Just like how the public “wanted” the change at the proposed Wagner Station and maintenance facility for this new train line when that change was initiated by someone in the municipality. I can partially understand why you don’t want people to ask questions out in the open, because someone may stand up and call you out on the validity of this nonsense.</p> |
| 3 | Oct 1, 2012
3:37 AM | <p>According to the artist’s renderings, there seems to be no sidewalk/multi-use trail on the structure that runs from 75 Street over to Argyll Road. Is there going to be one? What is being presented on a poster board, there isn’t going to be one. Apparently, the LRT bridge crossing, from the provincial and city yards to 113A Street for the northwest LRT line also accommodates pedestrians and cyclists. Both these structures cross over a very busy roadway and freight train traffic. Having a multi-use trail/sidewalk would help facilitate this lower velocity traffic of pedestrians/cyclists in crossing perpendicular to this heavy vehicle traffic. It would provide more direct access for travel and further public safety by avoiding conflict between the two major identities of light and heavy traffic.</p> <p>The design for the new North Saskatchewan crossing bridge should strike a balance. Key question to consider: A signature bridge doesn't have to be physically imposing in size for it to be considered "signature", right?</p> |
| 4 | Sep 30, 2012
10:09 PM | <p>Please make sure the glass shelters proposed for the stations can actually be warm during winter - don't make them exposed to winds, consider installing glass doors.</p> <p>Is there an opportunity to respond to the proposed bridge designs?</p> |
| 5 | Sep 29, 2012
2:45 AM | <p>I very likely attended previous presentations but don't remember giving feedback.</p> |
| 6 | Sep 28, 2012
5:04 PM | <p>Trains (vehicles) to be used seem quite uncertain.</p> <p>Eventual capacity of 100 000 per day seems adequate now. Future?</p> |
| 7 | Sep 28, 2012
1:46 PM | <p>Prefer the new alternate plan for Cloverdale road. This is better for Strathern and if helps ski hill then positive too.</p> |

All along we as Cloverdale residents were told that the change to Cloverdale Road would result as a one way down. When representatives talked about this with the community, the community voiced a significant safety issue that would result and we were told that city officials would investigate. The issue is during morning and afternoon rush hour it is not safe to make a left hand turn out of Cloverdale to go westbound on 98th ave. So during this period many residents go up the hill and use the safer right hand turn option then loop to James McDonald bridge to get Westbound or downtown. Some say pressing the crosswalk light at Fritz Ski Haas is illegal. Is it? If you don't believe us please send someone down to monitor and perform a study. I would think a viable option is that during the peak rush hour that crosswalk light could be triggered to time on a very short cycle (to let the 2-3 stacked cars exit) with the controlled intersection on 98 ave at the West end of Cloverdale. Unfortunately doing nothing will result in a rise of accidents and people will get hurt. I think the city has a duty to study this further and address this and advise the community. Thank-you. Keith Trueman. 9708-94-street

8 Sep 26, 2012 6:32 PM See previous comments regarding the extreme frustration which results from participating in this process. All major decisions are made behind closed doors. Stakeholder are allowed real input into items such as the color of lamp posts and the type of landscaping that will be installed around the stations.

9 Sep 26, 2012 3:52 PM We like the roadway change recently proposed for the top of Connors Hill allowing an access lane from Strathearn down Cloverdale Hill. This change will minimize the impact of the LRT at the top of the Edmonton Ski Club by about 6 metres.
- The muttart storage relocation will need to be considered with Ski Club access.

- The noise bylaw needs to change and be updated to more accurately take into consideration the peaks of noise every 5 minutes instead of the 24 hour average. I believe that we will need more noise protection in Cloverdale.

10 Sep 26, 2012 3:46 PM - The access to Cloverdale Road needs to be considered with the new design. While I appreciate taking less ski hill, the new plan provides even less access to the community, which is a problem, and will drive increased traffic from Strathern down the hill.
I appreciate that you have taken into account the feedback for the station designs; that you're not using a cookie cutter method, one size fits all.

11 Sep 25, 2012 1:28 AM

Of particular concern to me is the point of connection between routes 33, 69, and 92 to and from Meadows with routes 321, 340, and 66 to and from Strathcona Industrial on my daily commute between Tamarack Road/36A Ave. and 39 Ave./92 Street. Therefore, I would like to see clearer information on the plans for Millgate Transit Centre.

12 Sep 23, 2012 1:39 PM

Q6:

What are the first three digits of your postal code?	
Answer Options	Response Count
	14
<i>answered question</i>	14
<i>skipped question</i>	2

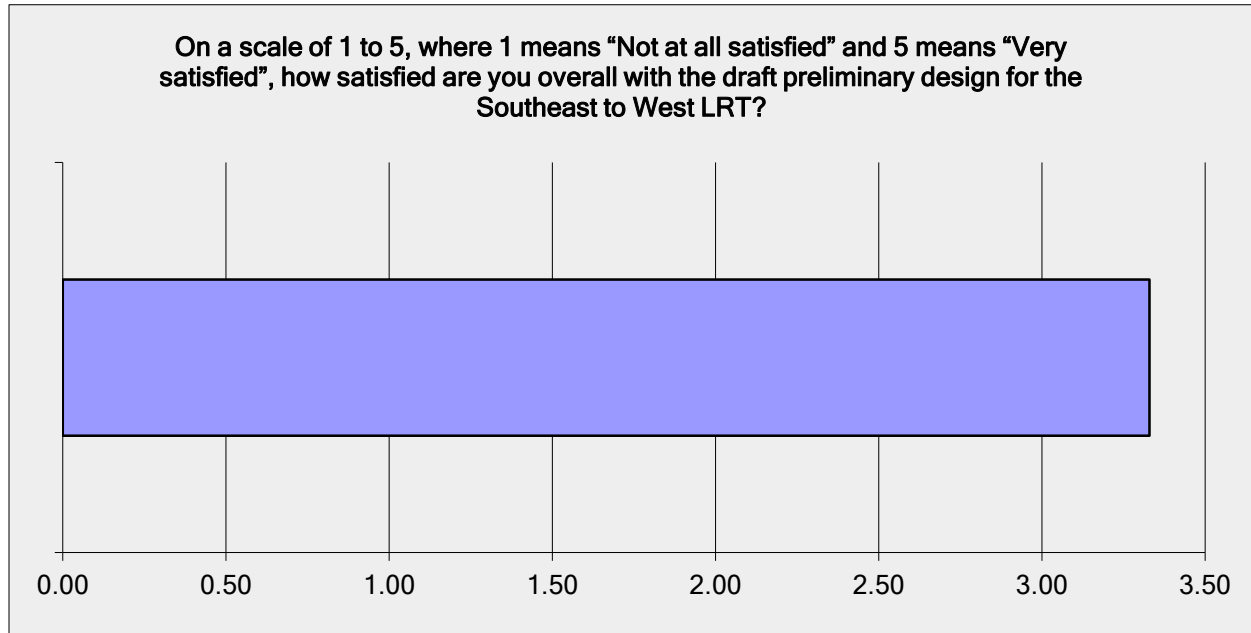
Number	Response Date	Response Text
1	Oct 1, 2012 3:42 AM	t6c
2	Oct 1, 2012 3:40 AM	t6c
3	Oct 1, 2012 3:38 AM	t6c
4	Sep 30, 2012 10:09 PM	T5A
5	Sep 29, 2012 2:45 AM	T6E
6	Sep 28, 2012 5:04 PM	T6G 0M7
7	Sep 28, 2012 4:41 PM	T6B
8	Sep 28, 2012 1:46 PM	T6C
9	Sep 28, 2012 5:09 AM	T6C
10	Sep 26, 2012 6:32 PM	T6C
11	Sep 26, 2012 3:52 PM	t5n
12	Sep 26, 2012 3:46 PM	T6C
13	Sep 25, 2012 1:29 AM	T6C
14	Sep 23, 2012 1:39 PM	T6T

Web Survey Results:

Area 3

Q1:

On a scale of 1 to 5, where 1 means "Not at all satisfied" and 5 means "Very satisfied", how satisfied are you overall with the draft preliminary design for the Southeast to West LRT?							
Answer Options	Not at all satisfied	Somewhat satisfied	Neutral	Satisfied	Very satisfied	Rating Average	Response Count
	1	1	1	1	2	3.33	6
	<i>answered question</i>						6
	<i>skipped question</i>						0



Q2:

Why do you feel that way?	
Answer Options	Response Count
	4
<i>answered question</i>	4
<i>skipped question</i>	2

It was nice there was a general question and answer period for the public to participate in but, it was obvious this was a token gesture of public involvement and input. It was deliberately rushed through when there was plenty of time to ask more questions and deliver their corresponding answers. There were other members of the public who had questions to ask, including myself, yet did not get the opportunity to ask them. In the past, a round of three people were picked and allowed to ask their questions with an option for rebuttal AND/OR state their comments about the subject. Then another three people would proceed for another round of questions/comments and so forth. This is consistent at other City of Edmonton presentations I have been to prior for both these LRT sessions and others sessions which relate to transportation and/or other civic issues. There only were about 5 to 6 questions allowed to be asked after the presentation and people still wanted to ask more questions yet were quickly cut off from doing so. Even more questions from the public are permitted at the mayor/councillor forums during an election year. So why this public oral question session being deliberately stifled when there is plenty of time to answer concerns from the public? Please don't insult my intelligence by saying in a stock response, "...a person could ask one of the representatives after the presentation..." nonsense. It is quite obvious that you people are begrudgingly don't wish to answer questions before a general audience yet claim you want to listen to what the public has to say. That you people desire to compartmentalize individual members of the general public with their concerns instead of facing them in the open, only granting this token gesture to feign transparency and accountability. Who are the people that mastermind(s) behind this methodology of conducting this kind of dialogue with the general public? If they are so justified instigating and fostering this behaviour, why don't they face the taxpaying public and explain themselves in front of everybody in their "legitimacy" of doing so? Why you subjugate the public in such a manner considering the public purse is sole funder this public works project?

Why is now, that you people, are now avidly bringing to the attention of only three bridge designs that cross the North Saskatchewan River when there was originally six of them to choose from? Where was this eagerness of promotion in this bridge crossing during last spring sessions? How can you reasonably say, that the public selected and narrowed down "choices" of the original six selections when the last spring sessions were only concentrating on "...themes of neighbourhoods..." and whatnot. There was more information provided in a local community tabloid newspaper concerning this bridge crossing than what you people brought to the attention to the public early this year. Even though the article in a small newspaper was biased towards one bridge design, advocated by a community league president and authored by him as well, provided me with more information about this bridge crossing the North Saskatchewan than you people did. As far as I recall, there was only one poster board concerning this subject with no adequate promotion calling attention or a broadcasted oral presentation during the previous spring sessions. Now you're basing these "overwhelming" results of selection, reduced down to only three choices. Do you honestly think that everyone is that stupid? You honestly think that everyone is going to overlook how you went about "promoting" this so called selection of six? Do you honestly expect me to believe that your are basing your results on what the public actually conveys based on the inadequate way of you people orchestrating this "vote" or calling proper attention to this topic?

There doesn't seem to be any vast use of multi-use trails that run parallel with this SE to West LRT line unlike what is proposed for the extension of NAIT, running towards the northwest section of Edmonton. I have mentioned this before but apparently all I see proposed in the preliminary SE to West design is mostly sidewalks. You should think of this LRT route as a transportation corridor that harmonizes pedestrian, cyclist, motor vehicle, and public transit train. I have mentioned this before but to no avail. So much for "What we have heard..." from the public for their ideas and concerns on how to implement this project.

There are a number of these traction sub-stations located close to and even directly adjacent to residential buildings. What about the concern for the residents who live there in the immediate area and are constantly exposed to electro-magnetic radiation when the alternating current is being rectified in to direct current? What proof do you have, that no ill effects will result when someone is living right beside one of these traction sub-stations?

Oct 1, 2012
3:44 AM

Why is it that these surveys for the Southeast to West LRT are very simple and not so elaborate unlike other surveys (i.e. the current survey of the LRT from NAIT to the Northwest)? Aren't you interested in asking for detailed questions for detailed public input that is valid? One could say, that maybe you just made up your minds already in how you are going to implement this transit train line. In addition to this, that you're not really interested in constructive input from the public to benefit society as a whole with this project or your genuine performance in how you interact with the public in ascertaining this information.

There was no clear maps that overlaid the existing road ways to the LRT lines. All the maps that were at the presentation were very general and it seemed that the overlay was deliberately blurred so the that veiwer could not identify existing landmarks to spatially understand the scope of the line and see the true impact of the project to the neighbourhoods. There should be a UNBROKEN map of the new line and the changes to the current road system

Also, there was no crossover between the sections. I am impacted by areas three and four yet could not commit time to both meetings. No one that I spoke with was able to answer my questions regarding the area three impact to the Boonie Doon traffic circle or the Whyte Ave crossing. I was referred to the web site which just contains the same unclear diagrams as was present in the meeting. Understandably the focus was on area four, but there should have been some literature regarding the other areas, and the volunteers should have been better prepared to answer some of the more basic questions.

Sep 25, 2012
5:43 AM
Sep 25, 2012
1:55 AM
Sep 24, 2012
4:18 PM

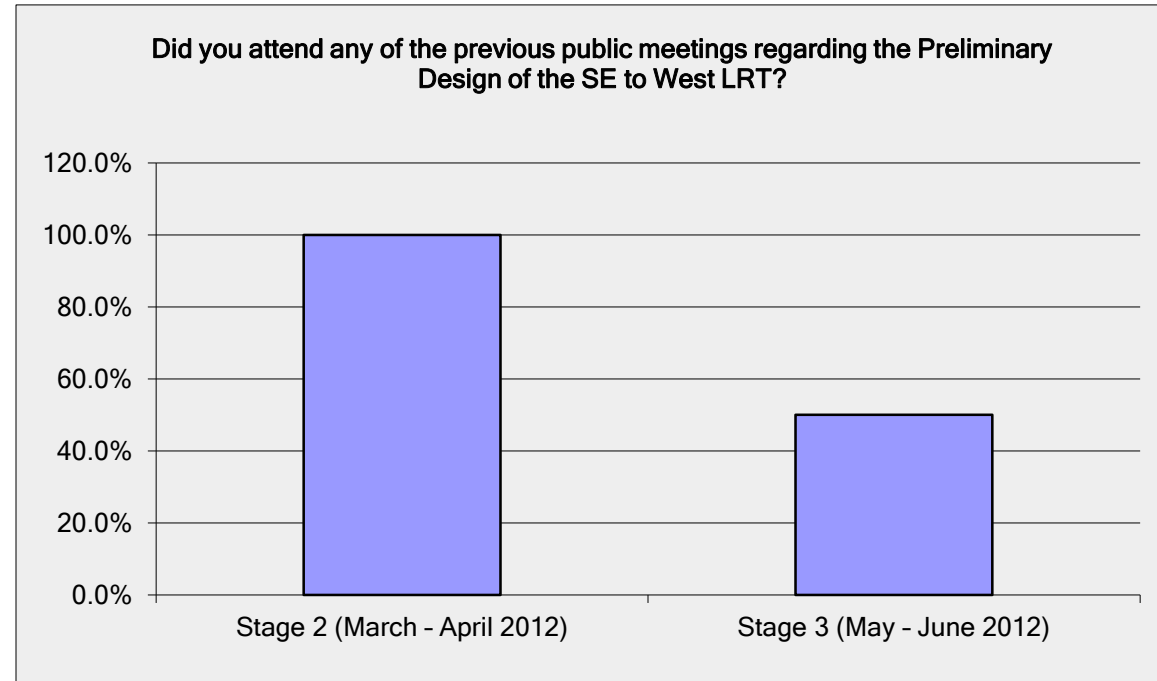
I am someone who would use the transit to get to downtown and university daily, but I also live in the area and drive frequently out of the city and I would have liked to have known the full impact to my quality if life.

Designs for the stops and furniture are exactly what I expected. The increased or attempt to maintain this areas old elms and tree-lined streets has been upheld, and FINALLY there will be a tree-line on 83rd street by Argyll Park! Here's to being thirty and riding the train in Edmonton!

I am so excited for this LRT line. Once it's in I don't think I'll ever drive downtown again. The plan looked great.

Q3:

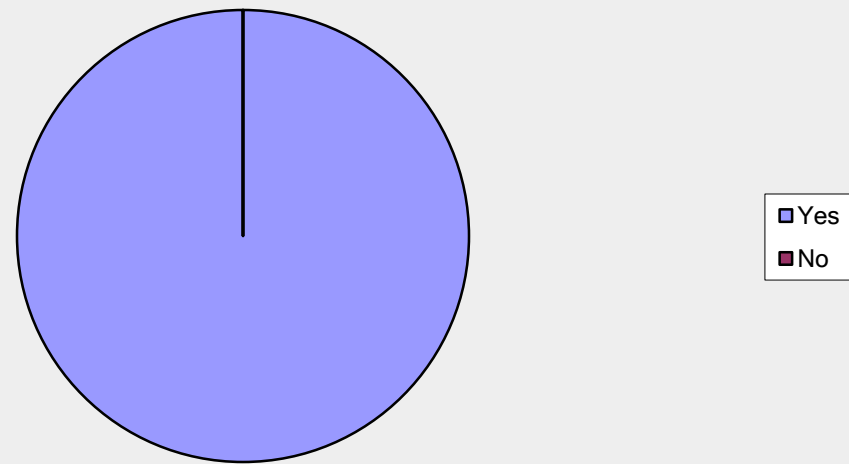
Answer Options	Response Percent	Response Count
Stage 2 (March - April 2012)	100.0%	4
Stage 3 (May - June 2012)	50.0%	2
<i>answered question</i>		4
<i>skipped question</i>		2



Q4:

Did you provide any feedback online regarding the Preliminary Design of the SE to West LRT?		
Answer Options	Response Percent	Response Count
Yes	100.0%	5
No	0.0%	0
<i>answered question</i>		5
<i>skipped question</i>		1

Did you provide any feedback online regarding the Preliminary Design of the SE to West LRT?



Q5:

Do you have any additional comments to share on the SE to West Preliminary Design?	
Answer Options	Response Count
	3
<i>answered question</i>	3
<i>skipped question</i>	3

- Where is the credibility of having a French theme for Bonnie Doon? Just because there is Ecole Maurice-Lavellee, University of Alberta Campus Saint-Jean, La Cite Francophone d'Edmonton and a roadway, being 91st Street, named after the grandmother of Louis Riel in the Bonnie Doon subdivision's western half, does not mean the whole community is French or some sort of French Quarter of Edmonton. The origins of the term "Bonnie Doon" is Scottish, not French. Alexander Rutherford, the first Premier of Alberta, owned the land in his time and named it "Bonnie Doon" in memory of his ancestral homeland of Scotland. The name means "pleasant, rolling countryside". As well, the proposed Bonnie Doon LRT stop is located in union by the communities of Idylwyld and King Edward Park. Towards the eastern half of the Bonnie Doon subdivision, where the shopping mall is, not the western half. I don't see any bilingual stop signs in this area of town nor hear people orally communicating an equally balanced use of both official languages of Canada in this geographical area. Who are you trying to fool here? To me, I think, someone is fabricating a theme instead of actually researching the origins of the neighbourhoods. It does not take any demanding critical thinking skills to figure this one out. Referring to both Strathrean and Bonnie Doon a having a French theme has just as much validity in referring these communities as a Chinatown, Koreantown, Little Italy, Little Jerusalem, Little Saigon, etcetera.
- According to the artist's renderings, there seems to be no sidewalk/multi-use trail on the structure that runs from 75 Street over to Argyll Road. Is there going to be one? What is being presented on a poster board, there isn't going to be one. Apparently, the LRT bridge crossing, from the provincial and city yards to 113A Street for the northwest LRT line also accommodates pedestrians and cyclists. Both these structures cross over a very busy roadway and freight train traffic. Having a multi-use trail/sidewalk would help facilitate this lower velocity traffic of pedestrians/cyclists in crossing perpendicular to this heavy vehicle traffic. It would provide more direct access for travel and further public safety by avoiding conflict between the two major identities of light and heavy traffic.
- 1 **Oct 1, 2012 3:44 AM** Increase the tree canopy along rail lines where ever possible to re-create the streets before LRT instillation. Have a advertisement post
 - 2 **Sep 25, 2012 1:57 AM** like in Old Strathcona for community or indie ads - make the LRT a community piece of infrastructure.
 - 3 **Sep 24, 2012 4:20 PM** Once the SE LRT line is finished I hope buses get re-routed to provide better access to it. I live in Ritchie and I work downtown. To get to work I currently take one of the busses that goes down 96st to get downtown (routes 81 and 87). Once the LRT is finished I would rather take a bus to the LRT and then take that downtown. I would suggest that one of the 96st routes gets re-routed to turn right down whyte ave rather than left to better feed the LRT.

Q6:

What are the first three digits of your postal code?	
Answer Options	Response Count
	4
<i>answered question</i>	4
<i>skipped question</i>	2

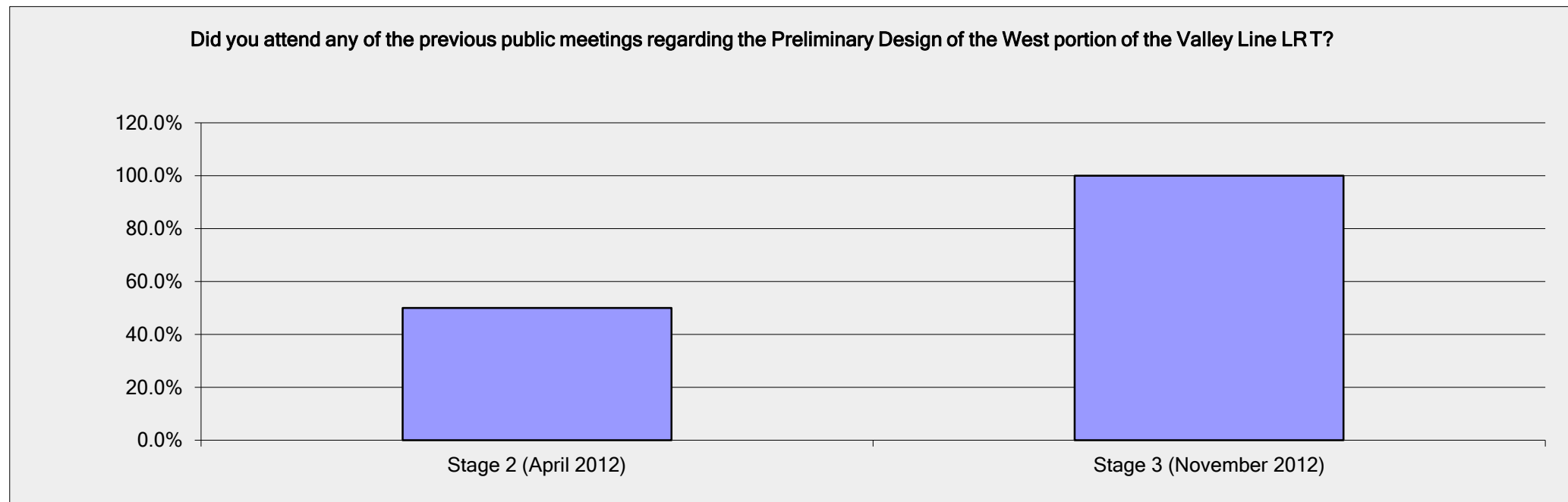
Number	Response Date	Response Text
1	Oct 1, 2012 3:44 AM	t6c
2	Sep 25, 2012 5:44 AM	T6c
3	Sep 25, 2012 1:58 AM	T6C
4	Sep 24, 2012 4:20 PM	T6C

Web Survey Results:

Stage 4 Area 5 & 6

Q1:

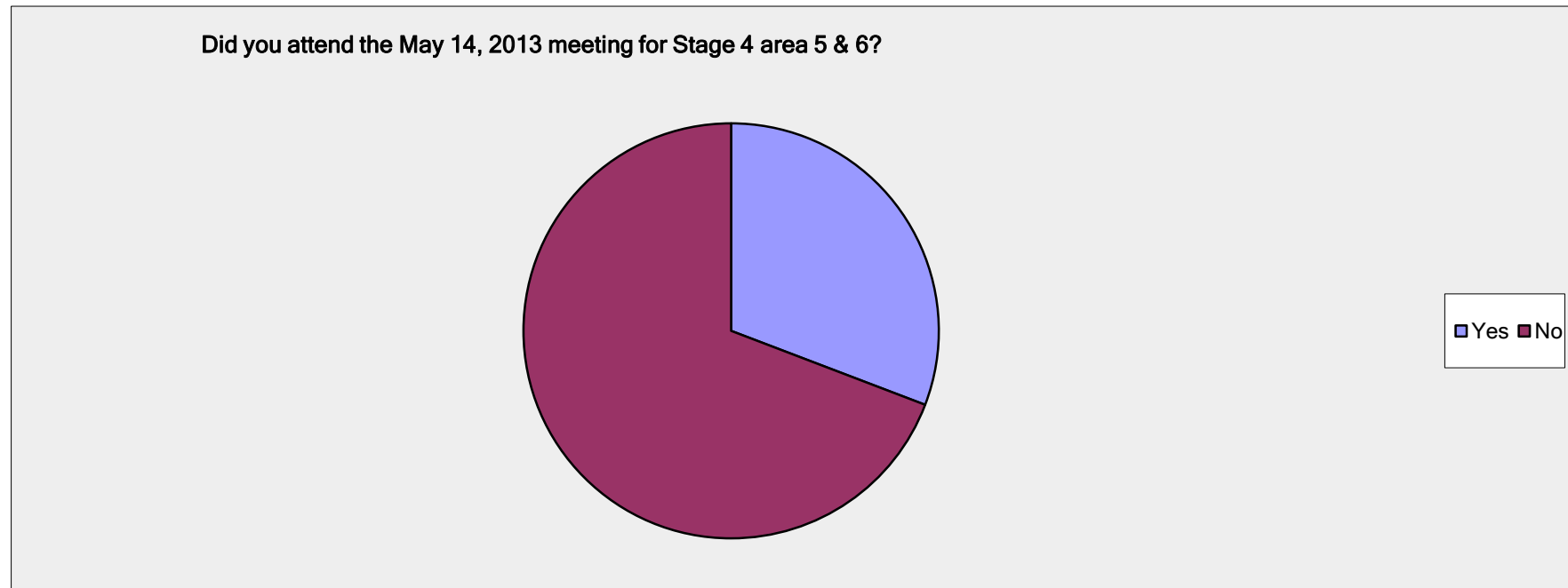
Did you attend any of the previous public meetings regarding the Preliminary Design of the West portion of the Valley Line LRT?		
Answer Options	Response Percent	Response Count
Stage 2 (April 2012)	50.0%	2
Stage 3 (November 2012)	100.0%	4
	<i>answered question</i>	4
	<i>skipped question</i>	9



Q2:

Did you attend the May 14, 2013 meeting for Stage 4 area 5 & 6?

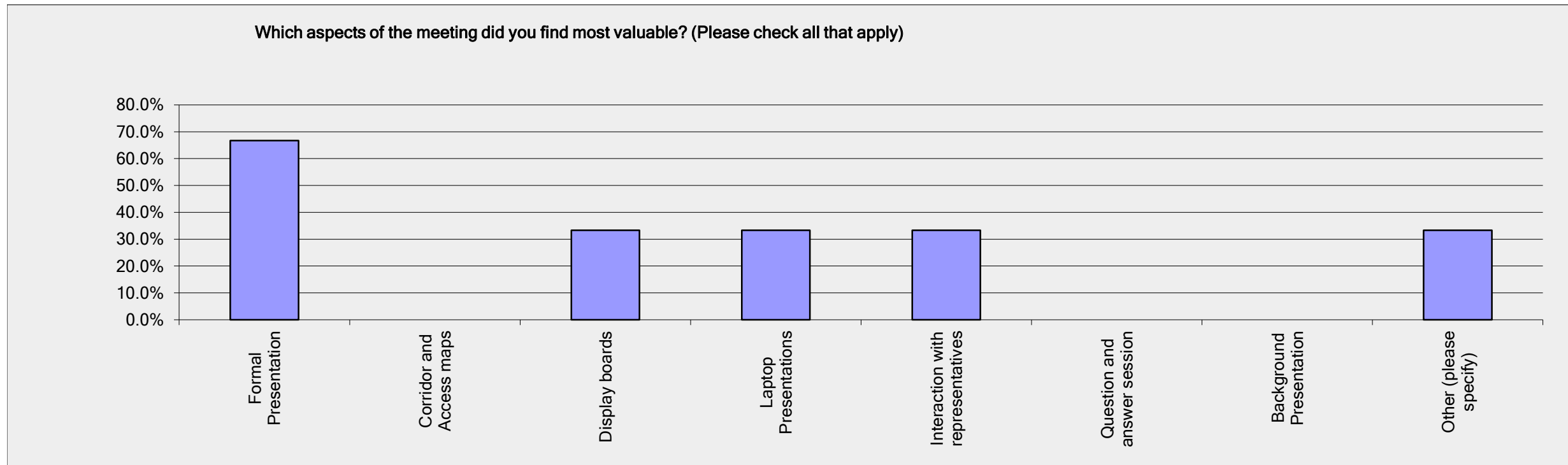
Answer Options	Response Percent	Response Count
Yes	30.8%	4
No	69.2%	9
<i>answered question</i>		13
<i>skipped question</i>		0



Q3:

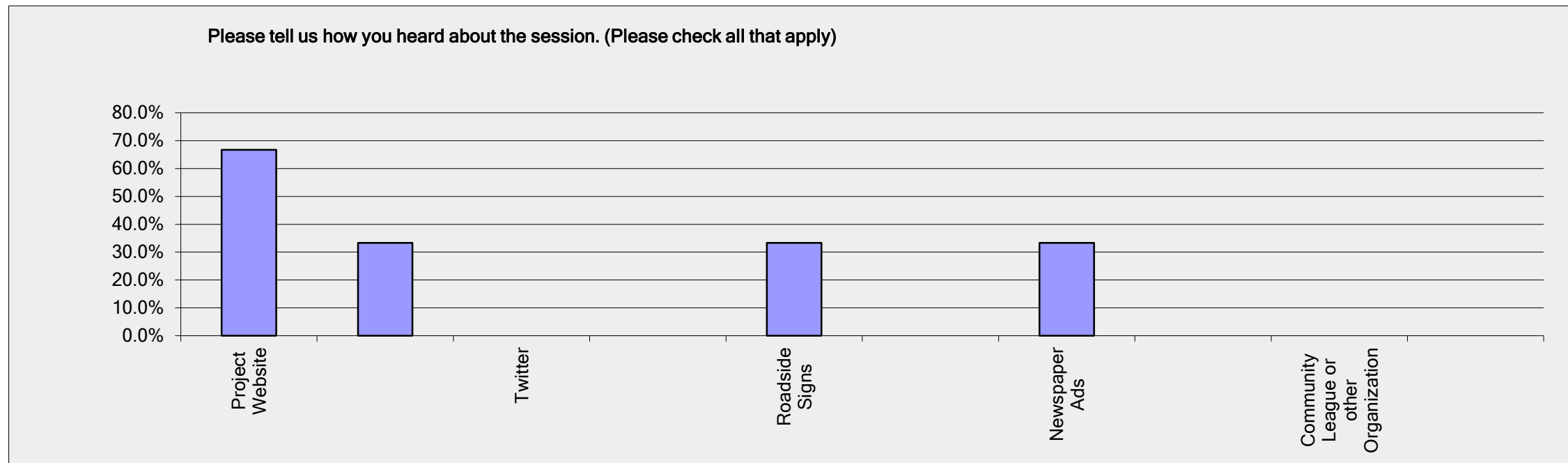
Which aspects of the meeting did you find most valuable? (Please check all that apply)		
Answer Options	Response Percent	Response Count
Formal Presentation	66.7%	2
Corridor and Access maps	0.0%	0
Display boards	33.3%	1
Laptop Presentations	33.3%	1
Interaction with representatives	33.3%	1
Question and answer session	0.0%	0
Background Presentation	0.0%	0
Other (please specify)	33.3%	1
<i>answered question</i>		3
<i>skipped question</i>		10

Number	Response Date	Other (please specify)	Categories
1	May 22, 2013 1:34 AM	non	



Q4:

Please tell us how you heard about the session. (Please check all that apply)		
Answer Options	Response Percent	Response Count
Project Website	66.7%	2
E-mail	33.3%	1
Twitter	0.0%	0
Facebook	0.0%	0
Roadside Signs	33.3%	1
Poster	0.0%	0
Newspaper Ads	33.3%	1
From someone else	0.0%	0
Community League or other Organization	0.0%	0
Other (please specify)	0.0%	0
<i>answered question</i>		3
<i>skipped question</i>		10



Q:5

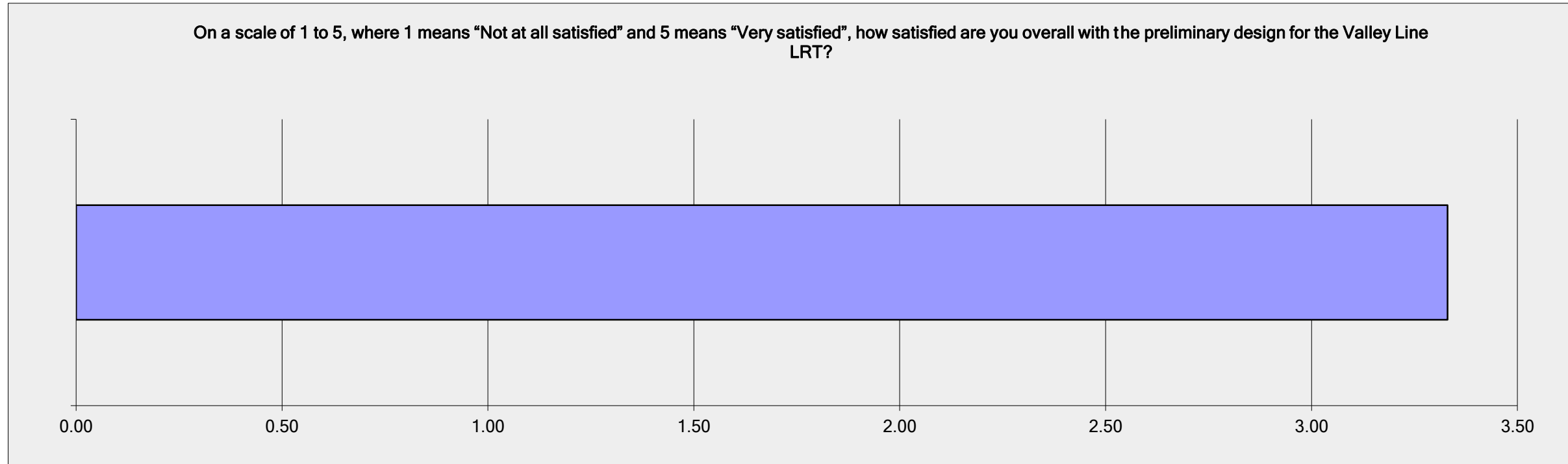
To comply with the City of Edmonton's River Valley Area Redevelopment Plan (Bylaw 7188), an Environmental Impact Assessment of the project is being conducted. Your input is important. Please provide any information that you wish the project team to consider regarding the environment within, or adjacent to,

Answer Options	Response Count
	0
<i>answered question</i>	0
<i>skipped question</i>	13

Q:6

On a scale of 1 to 5, where 1 means "Not at all satisfied" and 5 means "Very satisfied", how satisfied are you overall with the preliminary design for the Valley Line LRT?

Answer Options	Not at all satisfied	Somewhat satisfied	Neutral	Satisfied	Very satisfied	Rating Average	Response Count
	1	0	0	1	1	3.33	3
						<i>answered question</i>	3
						<i>skipped question</i>	10



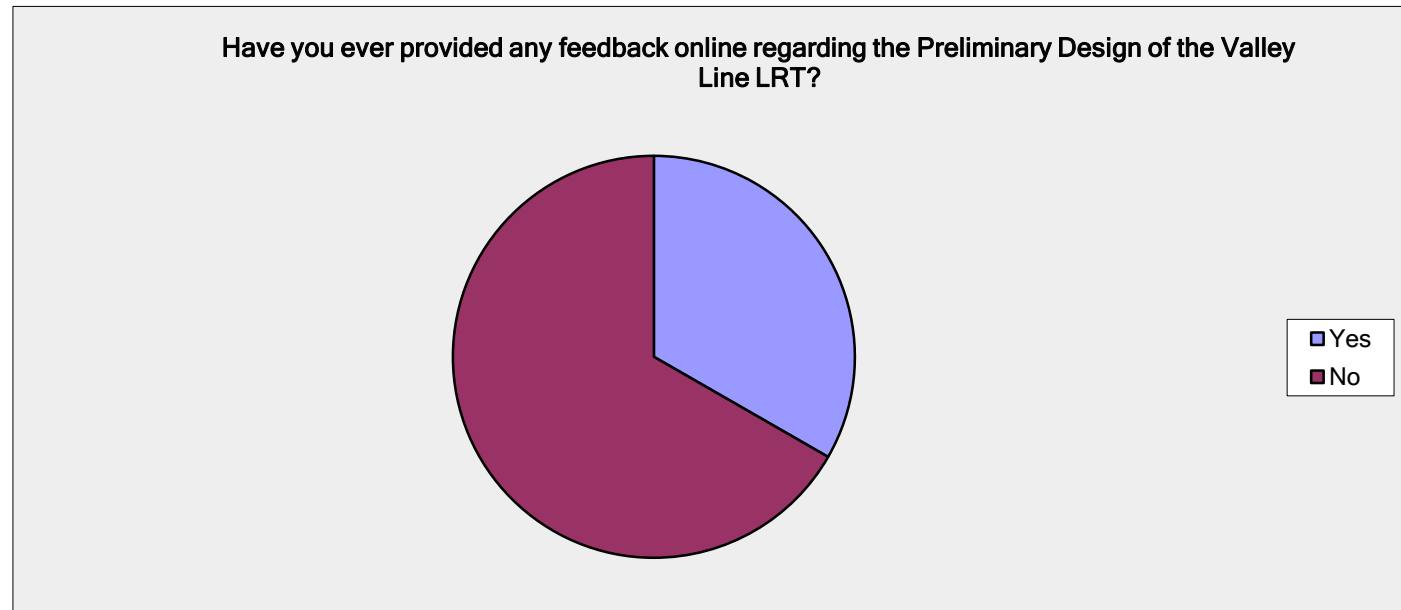
Q:7

Why do you feel that way?	
Answer Options	Response Count
	3
<i>answered question</i>	3
<i>skipped question</i>	10

Number	Response Date	Response Text	Categories
1	May 22, 2013 1:55 AM	Stony Plain road is too narrow to have LRT, without LRT now, Stony Plain road is already traffic jam every day and with the LRT, just cannot imagine how it will look like.	
2	May 17, 2013 2:08 PM	The downtown portion of the line is good, perhaps, like Calgary, downtown LRT rides are free	
3	May 15, 2013 2:09 AM	<p>I am satisfied that the train will be accessible to pedestrians, and the route will be useful to many city residents.</p> <p>I am dissatisfied with the design of the currently functioning LRT stations, which are time consuming and difficult to access. These stations can't really be used by those who are not in good physical shape, have a stroller, or use a wheelchair. The station which formerly existed at the University Hospital was fantastic. It is my hope that future stations will be hop on / hop off style. As a pedestrian, if I must cross nine lanes of traffic, wait through multiple stop lights and go up and down many flights of stairs, I will be dissatisfied. The new line looks like something designed for the transit user, not the vehicles which share the road! It is essential that high usage points be serviced with a stop. The current system has missed this crucial aim of public transit. For example, the LRT runs directly past Harry Ainlay High School, a high school with 1000 students. These students all primarily use transit. The train runs directly past the school. However, the closest stop is a fifteen minute walk away at Southgate mall. Students must wait for a light to change, for the train to pass in order to cross the road. They must then walk to a bus stop, wait for a bus that runs at best every fifteen minutes to take them to the station, where they must then cross the road, go up a flight of stairs, down a flight of stairs, and then wait up to ten minutes for the train to arrive. This journey can take up to 30 minutes! This is clearly not designed for the transit user, especially the 15 year old user who is merely trying to get to and from school in -30 degree weather with no other options. The city could easily have the train stop directly across from the school, and save these youngsters one hour of commute time per day, extremely valuable during the winter months. Furthermore, buses will no longer need to shuttle students back and forth to the mall from school, and the city could save money in fuel, bus drivers, buses, etc.</p>	

Q8:

Have you ever provided any feedback online regarding the Preliminary Design of the Valley Line LRT?		
Answer Options	Response Percent	Response Count
Yes	33.3%	1
No	66.7%	2
<i>answered question</i>		3
<i>skipped question</i>		10



Q:9

Do you have any additional comments to share on the Valley Line Preliminary Design?

Answer Options	Response Count
	3
<i>answered question</i>	3
<i>skipped question</i>	10

Number	Response Date	Response Text	Categories
--------	---------------	---------------	------------

- | | | | |
|---|----------------------|---|--|
| 1 | May 22, 2013 1:55 AM | Do not want LRT on Stony Plain Road!! | |
| 2 | May 17, 2013 2:08 PM | The West Edmonton Mall Station is useful for getting there. | |
| 3 | May 15, 2013 2:09 AM | I want to make sure that stations are planned for the user. | |

They should be accessible, easy to use, and designed for ease of use. In addition, Edmonton's very cold winters must be taken into account. The stations must be designed for Edmonton's population of 2050. The current LRT stations are small and will not accommodate an increase in riders. Also, passengers should not have to cross many lanes of traffic to access the trains. for safety, riders must easily be able to access and flee stations in the event of emergency. With an aging population, transit must not be accessible only for the young and fit with no other options. All users must be able to access the train, including those single moms with two kids, the kids themselves, the bike rider, and the elderly utilizing a scooter, wheelchair, or walkers. Stairs should be minimized. Heated waiting areas are essential if trains run infrequently.

Q:10

What are the first three digits of your postal code?

Answer Options

Response Count

3

answered question

3

skipped question

10

Number	Response Date	Response Text	Categories
1	May 22, 2013 1:55 AM	T5N1V7	
2	May 17, 2013 2:08 PM	T6W	
3	May 15, 2013 2:09 AM	T5K	

Appendix H – Comments Received About Environmental Impact Assessment

Existing Trails Map:

- Consider through routes for trail users during construction: cross country skiers, runners, cyclists, also boaters. Note: There are scheduled events affected by this. (*east side of North Saskatchewan River Bridge*)
- Construction impacts to the Folk Fest (# of seating) and emergency evacuation - ensure no noise during festival. (*east portion of Gallagher Park*)
- Could ETS allow bicycles on trains? (*Scona Road*)

EIA Key Activities Map:

No comments.

Comment Form – EIA question: –

- I am pleased with the current design. Any changes to the plan re: land increases to the road or north side running would ghettoize the neighbourhoods of Grosvenor and Glenora.
- Ensure noise from LRT is reduced to a minimum.
- The traffic studies have to be updated to include how the mall affects traffic flow particularly when WEM has special weekend events or massive sales events or entertainment evenings. 87 Avenue can be gridlocked between 165 and 182 Streets for hours at a time during these events.
- Noise in Westmount from trains— What can be done to prevent this disruption to this historical neighbourhood?