

# Downtown to NAIT LRT



NorthLRT

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## Kingsway Station Visioning Workshop November 22, 2008

### Participant Input

Report prepared by: Terry Koch, Stantec Consulting Ltd.

## Overview

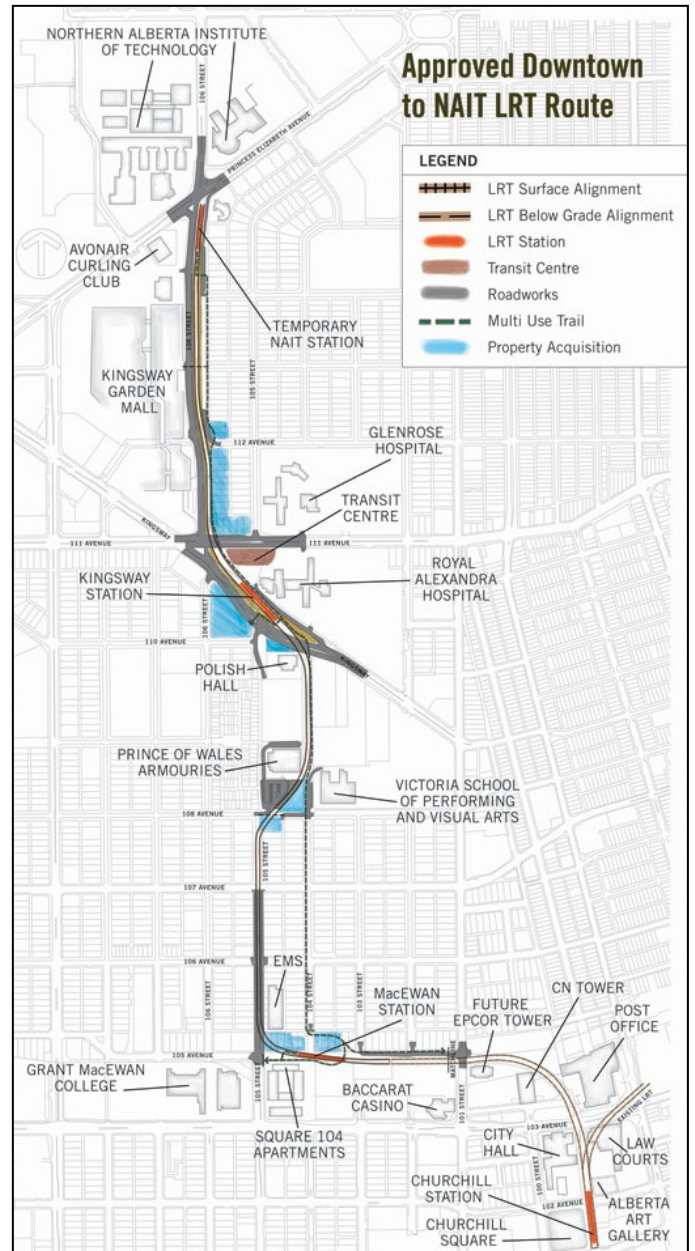
On September 25, 2008, Edmonton City Council approved the Downtown to NAIT LRT Concept plan. The three three kilometre extension ties into the existing LRT system, with stations at Grant MacEwan College, the Royal Alexandra Hospital/Kingsway Garden Mall, and NAIT.

The next phase of the study is to complete preliminary engineering, where work will be completed on station and bus terminal design, landscaping, architectural features, and mitigations for traffic/pedestrian impacts.

The public involvement for this phase includes the formation of two Community Advisory Committees (CAC) to work with the Project Team to review local concerns and get feedback on mitigation strategies. In addition, two LRT station visioning workshops – one for each of the MacEwan and Kingsway Stations – were held on November 22, 2008 to get broader local input on station design, specifically;

- station look – visual design, look
- landscaping – green spaces and trees
- cyclist and pedestrian access
- safety

Promotion of the workshops was extensive using radio and local newspaper advertising, direct mail, posters in community gathering places, and letters and e-mail notices to stakeholder groups. Of the 51 people who registered for the Kingsway Station Workshop, 35 people attended. Following a welcome and study overview, participants were asked to provide their responses to four pre-determined questions in small groups. Project team members facilitated the discussion at several tables.



## **World Café**

This workshop was successful in generating numerous design and programming suggestions for the Project Team's consideration. The following comments received the highest ratings by participants:

### ***Station security and personal safety considerations:***

- 24 hour physical presence – patrols by police and security with an office on-site
- Clear visibility in and around the station so that no one can mug you and you feel safe
- Well lit with security alarm/phone access inside and on walkways and pedways
- Pedestrian access to mall via a pedway overpass
- Dealing proactively with homeless issues and vandalism

### ***Ideas and concepts to integrate the station into the adjacent communities:***

- Opportunity for daycare, adult respite program deficiencies
- Need to talk about NAIT station (temporary and/or permanent)
- Protect station from weather, i.e. plexiglass
- Encouraging more opportunities for business/retail adjacent, near or within station

### ***Important considerations for movement of pedestrian, bicycle and vehicular traffic:***

- Underground pedway to the hospital
- Underground station at NAIT
- Physical separation between private and public property
- Provide adequate number of crossing locations for pedestrians, bikes, vehicles, etc.

### ***LRT station features of other stations in Edmonton or elsewhere people like – and dislike.***

- Look at raised pedestrian crossing from LRT/hospital/transit to mall. Avoid surface congestion at intersections
- Incorporate European style café into the station
- Open station design – transparent with good sight lines

This workshop summary includes: information about the workshop program; a participant list; a copy of the study presentation; the complete list of ideas and suggestions generated during the small group discussions and the priority participants placed on them; a list of additional issues raised at the workshop; the results of the workshop evaluation and a list of project staff who also attended the workshop.

## **Further information about this study is available at:**

Web: [www.edmonton.ca/LRTprojects](http://www.edmonton.ca/LRTprojects)

Phone: (780) 496-4874

e-mail: [LRTprojects@edmonton.ca](mailto:LRTprojects@edmonton.ca)

# **KINGSWAY LRT STATION VISIONING WORKSHOP**

## **Downtown to NAIT LRT Study**

Rooms 9-207 and 9-208, Robbins Health Centre, 10910 – 104 Avenue, Edmonton

1:30 pm – 4:00 pm

November 22, 2008

### **Program**

<b>Time:</b>	<b>Item:</b>	<b>Notes:</b>
1:30 pm	Workshop Opening	Terry introduced himself, explained the purpose of the workshop, reviewed the agenda, discussed ground rules and had people introduce themselves and which community/group/company or City department they were representing.
1:45 - 2:15 pm  2:15 – 2:20 pm	Project Presentation	Brad S., Mike W. and Jeff S. reviewed the key components of the project, the design concepts to date, where this workshop fits within the Downtown to NAIT LRT project.  Entertained 4-5 general project questions.
2:20 pm	World Café workshop format and question explanation	Terry briefly discussed value of World Cafes and answered questions about the process.
2:25 – 3:15 pm	4 general questions to be posed will focus '35,000 foot' input	Small group brainstorming.  8 groups were formed with 4-5 members of the public in each group. 35 of the 51 registered participants attended the workshop.  Project team staff acted as facilitators for the groups. These staff stayed at their tables and members of the public moved around so that they are able to provide input to all for questions.
3:15 – 3:40 pm	Reporting back, trend analysis and dot democracy  Terry highlighted preferences shown by the 'vote'.	Each comment was recorded on index cards and posted on the front of the room. Each participant except the facilitators was given 6 dots to post next to points as they saw fit. The only rule was that participants could only post one dot per point; however, all 6 could have been posted in the same question category.
3:40 – 4:00 pm	Next steps, final comments, adjournment	

**Participants**

<b><i>First Name</i></b>	<b><i>Last Name</i></b>	<b><i>Organization</i></b>
Lyndon	Ahlskog	
Elise	Andrus	
Alan	Barkley	
Lewis	Benincasa	
Slavek	Benluzanski	
Jared	Buhler	Community Advisory Committee
Darren	Chow	
Brent	Constantin	
Theresa	Dada	
David	Despins	
Melida	Despins	
Maria	Dycha	
Dave	Geake	City of Edmonton, LRT Operations
Anna	Jasinska	
Mr.	Jasinska	
Atul	Kalia	
Vic	Kalia	
Ken	Karunaratne	City of Edmonton, Transportation Operations
Dieter	Krispin	
Shirley	Lewis	
Lawrence	Loyek	
Tia	Mandin	Community Advisory Committee
Jack	Menduk	Stakeholder Advisory Group
Lesley	Moore	
Viorel	Pantelimon	City of Edmonton Planning and Development
Michael	Payne	City of Edmonton Community Services
Jennifer	Perry	
Len	Rodrigues	
Gerald	Roesti	
Ann	Romanow	
Kris	Salekno	
Theresa	Sroka	
Douglas	Stadnyk	
Verna	Stainthorp	Community Advisory Committee
Terry	Tuepah	

## **RESULTS OF KINGSWAY STATION VISIONING WORKSHOP**

### ***Comment on station security and personal safety considerations.***

- 24 hour physical presence – patrols by police and security with an office on-site **(4 dots)**
- Clear visibility in and around the station so that no one can mug you and you feel safe **(4 dots)**
- Well lit with security alarm/phone access inside and on walkways and pedways **(3 dots)**
- Pedestrian access to mall via a pedway overpass **( 3 dots)**
- Dealing proactively with homeless issues and vandalism **(3 dots)**
- Safe access to the mall **(2 dots)**
- Easy access in and out of the station **(2 dots)**
- Traffic flow and parking **(2 dots)**
- Cameras for surveillance and increased security personnel **(2 dots)**
- Consistent parking enforcement **(2 dots)**
- The area is a high rental/lease area that is not directly involved and committed to the community **(2 dots)**
- Emergency vehicle access to both the LRT station and bus terminal **(2 dot)**
- Take measures to prevent vandalism and graffiti **(1 dot)**
- Activity in and around the station **(1 dot)**
- Design to discourage loitering **(1 dot)**
- Well lit areas, especially specific critical areas **(1 dot)**
- Take note of crossing of roadways, i.e. ice conditions, snow storms **(1 dot)**
- Emergency call boxes with how guide **(1 dot)**
  
- Have retail kiosks to keep people in area
- Proper roof over location
- Platform size and enclosures for shoppers
- Snow removal and storage
- CCTV in the station to monitor activity and ensure safety
- Safe location of stairwells
- Plan for mass evacuation of site in an emergency (emergency response plan)
- Metal detectors, i.e. protection from having weapons on-board
- Increased proactive community involvement by community leagues in security issues around stations
- Ramp access for wheelchairs, walkers, strollers and bikes
- Ensure safety for women and other users especially in low usage times
- Improvement of traffic regulations with kids safety in mind
- Safe connection bus to LRT platform
- Minimize hidden areas and ensure there are transparent walls
- School education program about LRT operation

### ***Please provide ideas and concepts to integrate the station into the adjacent community/communities.***

- Opportunity for daycare, adult respite program deficiencies **(7 dots)**
- Need to talk about NAIT station (temporary and/or permanent) **(5 dots)**
- Protect station from weather, i.e. plexiglass **(3 dots)**
- Encouraging more opportunities for business/retail adjacent, near or within station **(3 dots)**
- Station design to be a community “landmark symbol” and fit/compliment existing community **(3 dots)**

- Kiosk for renting bicycles **(3 dots)**
  - Grade separation for pedestrians into Spruce Avenue – overpass preferred **(3 dots)**
  - Redevelopment of land in the area, i.e. MacDonald's site and ensure more 24 hour stores **(2 dots)**
  - Washrooms provided for transit users **(1 dot)**
  - Protect emergency telephone and other electronics from weather **(1 dot)**
  - Surface around station should be heated in winter to avoid slips and falls **(1 dot)**
  - Connect directly into the hospital to serve hospital patients and visitors **(1 dot)**
  - Compliment adjacent buildings, i.e. mall and hospital **(1 dot)**
  - Appropriate size of print and graphics for people with limited vision **(1 dot)**
  - Covered/overhead pedways to cross track and roads **(1 dot)**
  - Pedestrian grade separation across Kingsway Avenue **(1 dot)**
  - Highly congested area. Do not want to add to congestion **(1 dot)**
  - Need to maximize density. Stations should be centres of density **(1 dot)**
  - Beautify with landscaping, walking trails, cycling **(1 dot)**
  - Overpass/pedestrian overpass access from south west side to station **(1 dot)**
  - Integrate "Starbucks" coffee as a destination for community **(1 dot)**
  - Human scale development, i.e. cafes with green landscape around umbrellas and other protection from the elements **(1 dot)**
  - Linear park idea so that nature and attractive landscaping can be re-introduced **(1 dot)**
- 
- Landscape should follow through into community and not abruptly stop around station
  - Pedestrian access to Kingsway Mall (it is quite a walk)
  - No stairs – provide only ramps
  - Easy well lit access through and around community to station for bikes, scooters and wheelchairs on walking paths
  - Air conditioned train cars
  - Use proper heaters
  - Consider personal safety for all users, especially teens, for all community members on pedestrian crossings, on train cars and in community
  - Health Sciences station works well next to a hospital – do something similar here
  - Design should be integrated into community. Community theme may be a more traditional design/look that would appeal to elderly residents
  - Station defines where you are
  - Development for business
  - Grand Central Station, i.e. significant/iconic structure vs. platform
  - Easy access for community
  - Pedestrian access to mall should be the same as what there is now
  - Protection/channelization of pedestrians to proper crossings
  - Parking for hospitals
  - Park idea is flawed, better to have high density mixed use area
  - Stations need a more urban solution, not a suburban one
  - Consider large portion of seniors to feel comfortable and safe (wheelchair specific)
  - Need to avoid building failure into the system
  - Incorporate neighborhood policing kiosk at the station
  - Destination (not as a link to mall) not a transit point
  - Want to see more LRT stations throughout city, i.e. at 87 Avenue and in Millwoods

***Important considerations for movement of pedestrian, bicycle and vehicular traffic.***

- Underground pedway to the hospital **(6 dots)**
  - Underground station at NAIT **(6 dots)**
  - Physical separation between private and public property **(3 dots)**
  - Provide adequate number of crossing locations for pedestrians, bikes, vehicles, etc. **(3 dots)**
  - Pedestrian overpass across LRT tracks on 106 Street from trail to Kingsway parking structure with ramp/elevator **(2 dots)**
  - Address noise level from train/traffic construction **(2 dots)**
  - Providing pedestrian access between Victoria Composite and LRT station **(2 dots)**
  - Secure lock ups for bikes at station **(2 dots)**
  - Pedestrian overpass to LRT Station across Kingsway Avenue **(2 dots)**
  - Capacity concern of temporary station **(1 dot)**
  - Want sound wall to separate LRT from neighborhood **(1 dot)**
  - Overhead pedway across intersection **(1 dot)**
  - Wheelchair accessibility to the hospital **(1 dot)**
  - Provide crossing access locations to maintain travel routes **(1 dot)**
  - Integration between transit centre and LRT station **(1 dot)**
  - Concerned with the amount of bicycle traffic at the intersection **(1 dot)**
  - Create more rest areas for pedestrians for pedestrians and cyclists **(1 dot)**
  - Accessibility to MacDougall area **(1 dot)**
- 
- Synchronize LRT with traffic lights
  - Make pedestrian crossings wide enough for future pedestrian volumes
  - School bus access to school south of 111 Avenue
  - Concern with high traffic volume on 105 Street (South of Kingsway) when LRT is in operation
  - Parking in neighborhoods for park and ride
  - Adequate sight lines for pedestrians and LRT trains
  - Traffic congestion at intersections
  - Traffic impact in and out of airport
  - Concerned that Kingsway not having the capacity for future traffic
  - Impact on emergency vehicles
  - Clearing snow and maintenance will be restricted on trail along LRT
  - Providing emergency response to locations along pedestrian walks and LRT where vehicle access is restricted
  - Patient access to Royal Alexandria walking across tracks
  - Planned development opportunities that can generate trips along the route
  - Park adjacent to LRT station does not seem to be best use of property (does not generate trips or business)
  - Full service amenities for pedestrian long multi-use trail
  - Heated sidewalk
  - Pedestrian overpass where existing pedestrian overpass crossing at 106 Street
  - Defined points for crossings with protection
  - Consider volume of people leaving Holy Rosary Church at same time with reduced access
  - Do not like pedestrian underpasses
  - Barrier free access
  - Road vibration from traffic during/after construction



***LRT station features of other stations in Edmonton or elsewhere you like – and dislike.***

- Look at raised pedestrian crossing from LRT/hospital/transit to mall. Avoid surface congestion at intersections **(9 dots)**
- Incorporate European style café into the station **(4 dots)**
- Open station design – transparent with good sight lines **(4 dots)**
- Neighborhood station. Blend into the community (adds value) **(3 dots)**
- Incorporate a space for police/security in used amenity spaces **(2 dots)**
- Finishes should be graffiti and vandal resistant **(2 dots)**
- Good accessibility for seniors and people with disabilities **(2 dots)**
- All weather protection, well lit, glass façade for visibility/safety **(2 dots)**
- Well defined/clear circulation routes with signage **(2 dots)**
- Ease of transfer to bus locations **(2 dots)**
- Pedway system to mall for pedestrian traffic **(2 dots)**
- Accessible station is important for elderly in area **(2 dots)**
- Like glass look and feel of Health Science station **(1 dot)**
- Underpass/grade separation to allow pedestrian/vehicular access around station **(1 dot)**
- Strong connection to the hospital via pedway **(1 dot)**
- Greenery is key to enhance station **(1 dot)**
- Station design and amenities enhance local businesses i.e. create space for local businesses that have to be relocated **(1 dot)**
- Multi-language signage for diverse demographics **(1 dot)**
- London has maps/way finding devices – really strong system **(1 dot)**
- Heated/cooled for hospital patients **(1 dot)**
- Station platform is visible – glass enclosure – protection from prevailing winds **(1 dot)**
- Station needs to have all season weather protection – open air platform is not best idea **(1 dot)**
- Ensure station comfort **(1 dot)**
- Need to consider what LRT/transit can provide to encourage ridership – what amenities do riders want **(1 dot)**
- Secure washrooms **(1 dot)**
  
- Connection to Kingsway Mall not convenient
- Snow storage area
- Incorporate bike storage racks
- Ensure microclimate takes care of climate
- No heat provided – keep people moving
- A station that is more substantial – possible enclosed
- Heated areas separate from platforms
- Copy Health Sciences heat system/angled glass and wind breaks
- Enclosed platform needs glass to be visible and supplement safety
- Ensure glass design does not have greenhouse effect (Northgate)
- Designed to reduce opportunity for vandalism, i.e. well lit, vandal proof materials, safe for all users
- Clear sightlines – no locations to collect trash/urine in corner
- Incorporate bike rental kiosk
- Low maintenance landscape and ground cover – no tall shrubs to reduce safety
- Requires roving security not always visible so that they can act quickly (safe walk community)
- Durable materials
- Be sensitive to nap time at daycare – limit noise impacts into surrounding community

- Station should with hospital (roof line) to keep the flow
- Texture is important – needs to fit into the community
- Local community suggestions for station design themes
- Roofed enclosures with walls
- Covered pedway connections across Kingsway and Princess Elisabeth Avenue to the stations – good, safe accessibility
- Dislike large pedestrian crossing arm – too noisy and ugly
- Toronto subway – separation of uses (vehicles vs. LRT)
- Clareview – cold look/feel microclimate
- Simple design. Clear sight lines
- Integrate some feature lighting. Make it interesting and unique
- Pedestrian trash issues must be dealt with

### ***Additional Issues Raised at the Workshop***

- NAIT station has more importance for connections to mall than Kingsway station
- What is the plan for Kingsway Mews? Options?
- What happens to tenants of Kingsway Mews (who are not owners) Compensation by City? Property owners will not compensate.
- Tenants should be involved in negotiations, not just owners.
- If lease is near the end, property owner does not/is not obligated to compensate tenants who have been there for over 15 years, building their business.
- Landlord won't care, but tenants are losing their livelihood.
- Need details of underground costing versus at grade.
- Maintenance of service lanes will be an issue at temporary NAIT station.
- Service lanes will become a kiss 'n ride area so instead a good location needs to be designed and built for this.

### **Concerns of SISEM and Holy Rosary Church**

- Safety for children and parishioners.
- Limited access to daycare.
- Limited access to emergency vehicles.
- Vandalism.
- Suggestion that station be moved to the airport

# Evaluation Form

NorthLRT

***Downtown to NAIT LRT Study***  
*Kingsway LRT Station Design Workshop*  
*Robbins Health Learning Centre*  
*Grant MacEwan College*  
*1:30 – 4:00 p.m.*  
*Saturday, November 22, 2008*

Of the 35 participants at the Kingsway Station workshop, 18 completed evaluation forms (51%).

**1. The information presented was easy to understand.** (circle number)

1 Strongly disagree	2	3 Neutral	4	5 Strongly agree	<b>Circled 4 or 5</b>
0	1	4	8	5	<b>72%</b>

**2. I had an opportunity to speak and share my ideas.** (circle number)

1 Strongly disagree	2	3 Neutral	4	5 Strongly agree	<b>Circled 4 or 5</b>
1	1	4	5	5	<b>67%</b>

**3. The staff were helpful and friendly.** (circle number)

1 Strongly disagree	2	3 Neutral	4	5 Strongly agree	<b>Circled 4 or 5</b>
1	0	2	5	10	<b>83%</b>

**4. The session was conducted in a respectful manner.** (circle number)

1 Strongly disagree	2	3 Neutral	4	5 Strongly agree	<b>Circled 4 or 5</b>
0	1	1	5	11	<b>89%</b>

**5. Attending the workshop was useful and informative.** (circle number)

1 Strongly disagree	2	3 Neutral	4	5 Strongly agree	<b>Circled 4 or 5</b>
1	1	3	6	7	<b>72%</b>

**6. I have a greater understanding of the project because of my attendance at the workshop.** (circle number)

1 Strongly disagree	2	3 Neutral	4	5 Strongly agree	<b>Circled 4 or 5</b>
1	2	3	4	7	<b>61%</b>

**Do you have any additional comments about the project and/or the workshop?**

- At times concerns/questions went beyond scope of the meeting. Presenters were patient, but these issues detracted from the focus of the workshop.
- Future meetings should remain highly focused on station needs and aesthetics.
- Wishes of the community were not heard so I do not feel our wishes will be heard on LRT station designs/features. Like giving 'condemned man' his choice on how to build/paint his gallows.
- Why do we need to build a temporary NAIT station? Stop at Kingsway and do not spend money until NAIT station (underground) is built.
- Should have been better prepared to deal with obvious negative responses from business owners who attended. Should have dealt with their issues head on sooner.
- Safety is #1. Main focus should be on Victoria Composite student pedestrians.
- Keep involving the public through meetings.
- Parking issues in Spruce Avenue community which this project will exacerbate will continue to be ignored. NAIT and Kingsway Mall will have priority over Spruce Avenue residents.
- Great to see many individuals concerned with this process.
- If you are interested in increasing the participation level look at other City Departments (such as Community League development/funding) and get their involvement especially at the design stage and not at the fine tuning stage.
- Would like to see more LRT in the south, north and in the west end on 87 Av. & in Millwoods.
- When is the next meeting? Follow-up to Nov. 22 required and include LRT users.
- Continue to beautify the Kingsway community & and increase value of homes in the neighborhood.
- Organize a visioning session for the NAIT station ASAP and before February 2009.

**How did you hear about this meeting?** (check all that apply)

<input type="checkbox"/> Newspaper ad	2
<input type="checkbox"/> Word of mouth	3
<input type="checkbox"/> Website	2
<input type="checkbox"/> E-mail notice	4
<input type="checkbox"/> Notice in mailbox	9
<input type="checkbox"/> Other (please specify)	Notice on board (1), through work (1), member of advisory committee (1)

**Project Team (table facilitators)**

<b><i>First Name</i></b>	<b><i>Last Name</i></b>	<b><i>Organization</i></b>	<b><i>Organization 2</i></b>
Jill	Bradford-Green	Office of Public Involvement	City of Edmonton
Michelle	Chalifoux	LRT Design & Construction	City of Edmonton
Russ	Coulombe	ISL Engineering Ltd.	
Brad	Griffith	LRT Design & Construction	City of Edmonton
Terry	Koch	Stantec Consulting Ltd.	
Kathy	Mercure	LRT Design & Construction	City of Edmonton
Aleksander	Pecuh	LRT Design & Construction	City of Edmonton
Mark	Perry	Stantec Consulting Ltd.	
Jeff	Schurek	ISL Engineering Ltd.	
Brad	Smid	LRT Design & Construction	City of Edmonton
Lubko	Stebelsky	LRT Design & Construction	City of Edmonton
Phillip	Thai	LRT Design & Construction	City of Edmonton
Mike	Woodland	Stantec Architecture	