

Downtown to NAIT LRT



NorthLRT



www.edmonton.ca/LRTprojects

MacEwan 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 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 42 people who registered for the MacEwan Station Workshop, 26 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:

- Because of existing neighborhood challenges such as social services, social agencies, half way houses, what can you do to mitigate the station becoming a hang out area?
- Emergency call stations readily available, well lit with security cameras and understandable
- Weather protection
- Extended community use around the station

Ideas and concepts to integrate the station into the adjacent communities.

- Design for winter
- Park and ride

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

- Crossing safety delineations where the crossings are
- Trains at grade: General impact on major traffic arteries

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

- Weather protection for people waiting for train (cold wind)
- Station underground and protected
- Each station is distinct

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

Phone: (780) 496-4874

e-mail: LRTprojects@edmonton.ca

MacEwan LRT Station Visioning Workshop

Downtown to NAIT LRT Study

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

9:30 am – 12 noon

November 22, 2008

Program

Time:	Item:	Notes:
9:30 am	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.
9:45 – 10:15 am 10:15 – 10:20 am	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.
10:20 am	World Café workshop format and question explanation	Terry briefly discussed value of World Cafes and answered questions about the process.
10:25 – 11:15 am	4 general questions to be posed will focus '35,000 foot' input	Small group brainstorming. 6 groups were formed with 4-5 members of the public in each group. 26 of the 42 registered participants attended the workshop. Project team staff acted as facilitators for the groups. These staff members stayed at their tables and members of the public moved around so that they are able to provide input to all for questions.
11:15 – 11:40 am	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 dots could have been posted in the same question category.
11:40 – noon	Next steps, final comments, adjournment	

Participants

<i>First Name</i>	<i>Last Name</i>	<i>Organization</i>
Elise	Andrus	
Slavek	Benluzanski	
Gisela	Cook	
Bonnie	Fermaniuk	City of Edmonton, Asset Management and Public Works
Fernando	Fernandez	
Sarah	French	Community Advisory Committee
Dave	Geake	City of Edmonton, LRT Operations
Gerry	Gerling	
Pat	Gerling	
Councillor Ben	Henderson	
Ken	Karunaratne	City of Edmonton, Transportation Operations
Dieter	Krispin	
Lawrence	Loyek	
Stuart	MacLean	Stakeholder Advisory Group
Mark	Marinic	
Calina	Pang	
Viorel	Pantelimon	City of Edmonton Planning and Development
Deborah	Peaker	Community Advisory Committee
Daryl	Procinsky	
Manuel	Quilala	City of Edmonton, ETS
Lewis	Rodney	Community Advisory Committee
Ann	Romanow	
Douglas	Stadnyk	
Walter	Szwender	Community Advisory Committee
Ken	Thomas	
Maigan	Van der Giessen	

RESULTS OF MACEWAN STATION VISIONING WORKSHOP

Comment on station security and personal safety considerations

- Because of existing neighborhood challenges such as social services, social agencies, half way houses, what can you do to mitigate the station becoming a hang out area? **(4 dots)**
- Emergency call stations readily available, well lit with security cameras and understandable **(4 dots)**
- Weather protection **(3 dots)**
- Extended community use around the station **(3 dots)**
- International standard signage and safety features **(2 dots)**
- Wide open design **(1 dot)**
- What else is being planned in addition to CCTV installation? **(1 dot)**
- Concern with vagrants and existing crime in the area **(1 dot)**
- Quick emergency response **(1 dot)**
- Controlled pedestrian crossings **(1 dot)**

- What are the elements that impact safety? Vehicular, train, encounter?
- How will parks/stations/sound attenuation combine to provide good community sightlines for visual control?
- Light pollution: How will this be mitigated, especially for those living close to the station?
- How do we keep this as open as possible and still give “great” control’?
- What plans do you have in terms of graffiti and vandalism?
- How do we make a hybrid above/below grade station?
- Since the only study they did is from the US, how will this apply in terms of security for this neighborhood especially sight lines, visibility and light color?
- If there is a public washroom, how do you prevent them from not becoming drug dealer locations?
- Are the tracks secured by fences?
- Will the station be maintained years following opening?
- Electronic message boards
- Security personnel on trains, at station in public areas and public washrooms
- Physical security guards at station
- Equip station with accessible features such as elevators and think about how you can prevent these from being vandalized
- Adequate sight lines at crossings between pedestrians, trains and automobiles.
- Concerns with panhandlers at LRT access points.
- Security in surrounding areas
- Ensure enough space on platform and on trains for strollers, walkers, wheelchairs in order to allow access for them as well as other passengers going by
- Safety and accessibility for those with mobility difficulty
- Accessibility of platform, ensure stops at the same consistent place
- Mitigation for pushing people on the trains, e.g. doors on platforms that line up with LRT doors
- Access to public washrooms

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

- Design for winter **(3 dots)**
 - Park and ride **(3 dots)**
 - Incentives for higher density around station **(2 dots)**
 - Design for functionality of station: multi-use including retail, community and residential **(2 dots)**
 - Easy connectivity to other modes of transit **(2 dots)**
 - Make station a part of the community. Blend it in with a green space way. **(2 dots)**
 - incorporate community characteristics into station design (i.e. Avenue of Nations) **(2 dots)**
 - Build it using sustainability principles (environmentally responsible) **(2 dots)**
 - Encourage developer input to station design **(1 dot)**
 - Use more mature plants in initial landscaping to eliminate “scrub effect”. Do not want to wait several years for mature look) **(1 dot)**
 - Adequate capacity for MacEwan users (many at one time) **(1 dot)**
 - Aesthetic gates for pedestrian crossings like Calgary **(1 dot)**
 - Keep mature trees **(1 dot)**
 - Edible landscape ‘community gardens’ **(1 dot)**
 - Sound walls are important **(1 dot)**
 - Must maintain pedestrian access north south across 105 Avenue **(1 dot)**
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- Integrate multi-use trail with station (advertise/support both station and multi-use trail)
 - Cover over the trench rising out of the tunnel to eliminate ‘ditch effect”. This will be a better look from 6, 12, 18 floors above.
 - Cover as much of the tunnel rising out of
 - Must account for expected redevelopment
 - Underground pedways that will provide protection from the weather
 - Make sure curves are well sound/vibration attenuated
 - Gates for cars and pedestrians for safety
 - Overhead walkways/pedways to facilitate access
 - Pedestrian connections to MacEwan College
 - Allow for all ages – students, young families, seniors.
 - Incorporate playgrounds, etc. – a place to ‘hang out’ around the station.
 - Small hardware store
 - Variety of heights and textures of trees and other foliage
 - Line underground on 104 Street
 - Kiosks, businesses and other services should be integrated into the stations (multi-use)
 - Extend +15 pedway concept to future development
 - Add art work like at Health Sciences
 - Use original lighting standards as opposed to industrial look lighting
 - Station should reflect the uniqueness of the location (distinct landmark)
 - Spaces at the station for public events and community meetings
 - Add a recreation space near the station (i.e. basketball court)

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

- Crossing safety delineations where the crossings are **(4 dots)**
 - Trains at grade: General impact on major traffic arteries **(3 dots)**
 - Trains at grade: Causing gridlock and hampering emergency services **(2 dots)**
 - Slowing down traffic will cause more pollution **(2 dots)**
 - Loss/lack of parking **(2 dots)**
 - Children crossing tracks as there are 4 schools in the area **(2 dots)**
 - Student traffic from Grant MacEwan to the station – safety, pedway perhaps? **(2 dots)**
 - Pedway underground or covered, heated and out of the snow **(2 dots)**
 - Do not make an alley from 107 Avenue – 108 Avenue (both sides) of 105 Street a short cut **(1 dot)**
 - Coordination of traffic signals in the area **(1 dot)**
 - Community and street safety **(1 dot)**
 - Crossing safety: international signage and recognizable symbols **(1 dot)**
 - Bike storage, parking. Bikes on trains and signs for bike racks at stations **(1 dot)**
 - Bike friendly transportation (storage, parking, security) **(1 dot)**
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- Pedestrian and traffic site lines
 - Lighting levels for pedestrian security but at the same time eliminate light pollution
 - Accessibility to, around and at the stations
 - Pedestrian flows in and around the stations
 - +15 level intensification of movement and amenities
 - Better pedestrian access to the buses
 - Focal point of community. Station needs to be more attractive and multi-purpose
 - Integration of bike and ride sites at the stations
 - Coordination and separation of bike and pedestrian traffic on the multi-use trail
 - Eliminate parasitic parking by issuing neighborhood parking passes
 - The ability to handle crush loads at peak times
 - Multi access for emergency vehicles to the stations

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

- Weather protection for people waiting for train (cold wind) **(5 dots)**
- Station underground and protected **(4 dots)**
- Each station is distinct **(3 dots)**
- Better integration of bus and (MacEwan) LRT Station **(2 dots)**
- More glass walls similar to Health Science **(2 dots)**
- Public art **(1 dot)**
- Visual considerations for neighbors now and in the future (high rise) **(1 dot)**
- Electronic schedule for arrivals and departures **(1 dot)**
- Preserve as many mature trees as possible **(1 dot)**
- Cover trench up to station **(1 dot)**
- Green lid L.I.D. and cover over tracks with cut 'n cover **(1 dot)**
- Minimizing pooling of homeless **(1 dot)**
- Open station so that it is transparent but protected from weather **(1 dot)**
- Phone for public and emergency convenience **(1 dot)**
- To get new users, you need to understand their needs like warm, protected stations **(1 dot)**

- Bollards need to be designed to be friendly (bollards and chains - no) **(1 dot)**
- Dislike concrete bunker style as it is uninviting and sterile **(1 dot)**
- Don't make it like any other station so that you know where you are by how the station is designed **(1 dot)**
- Dislike litter around stations. Refrain from distributing newspapers, flyers, etc. **(1 dot)**
- Use glass and incorporate light for security **(1 dot)**
- Integration with retail and social amenities **(1 dot)**
- No graffiti – anti-graffiti design and structure
- Like black omega fencing along multi-use trails
- Clairview station look and feel is good
- Not like Belvedere
- Like McKernan and the integration of power station into residential environment
- Multi-use station with retail community rooms and parking
- Stay sensitive to multi-use and uniqueness of 107 Street with language and signage
- No grass on roofs
- Aesthetics add expense
- Like artistic brick/stone work
- Hide mechanical equipment and incorporate into design of building
- Illuminate with colour light and colour
- No other station meets approval so MacEwan Station must be unique
- Outer perimeter (wall) protection for platform
- LRT car doors for disabled to line up with platform
- Wall and roof material to be of mixed texture, multiple woods to be used and easily cleaned
- Automatically by design moves people in and out of station
- Grade separation for pedestrian access
- Clarify bus connections and pedestrian connections to and from buses
- Parking spaces to allow visiting, but not a loitering facility
- East to maintain and easy to maintain public art
- Minimize support structures for bird roosting
- Parks will be a challenge to keep clean
- Security will be a challenge with parks
- User friendly and pleasant to eye for track and station separation
- Good and comfortable seating
- Constant visibility for moving in and out
- What are the safety considerations in splitting the park?
- Emphasis on green areas, ensure sight line of walking path
- Integration of mature trees with cantenary line like in Portland
- More heating area (overhead heating)
- Platform and/or shelter must offer year round weather protection

Additional Issues Raised at the Workshop

- Participants requested a handout of the presentation.
- Concern that noise and vibration assessments will not be extensive enough. Concerned about noise and vibration especially because there are so many curves.
- Need financial details of both the engineered solution (a) and the solution after addressing all the mitigating issues (b) in order to calculate cost escalations.
- Show what features will be copied and avoided as compared to other stations like Southgate.



MacEwan LRT Station Design Workshop
 Robbins Health Learning Centre
 Grant MacEwan College
 9:30 am to noon
 Saturday, November 22, 2008

Of the 26 people who attended the MacEwan LRT Station Design Workshop, 13 completed evaluation forms (50%).

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

1 Strongly disagree	2	3 Neutral	4	5 Strongly agree	Circled 4 or 5
0	4	2	5	2	54%

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

1 Strongly disagree	2	3 Neutral	4	5 Strongly agree	Circled 4 or 5
1	0	2	5	5	77%

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

1 Strongly disagree	2	3 Neutral	4	5 Strongly agree	Circled 4 or 5
0	1	1	6	5	85%

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

1 Strongly disagree	2	3 Neutral	4	5 Strongly agree	Circled 4 or 5
0	1	1	5	6	85%

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

1 Strongly disagree	2	3 Neutral	4	5 Strongly agree	Circled 4 or 5
1	5	1	5	1	46%

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	Circled 4 or 5
2	5	0	3	3	46%

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

- Workshop was good, however, highly doubt any ideas from the public will be taken into account.
- Would have appreciated corresponding paper to verbal presentation.
- Please correlate and distribute community ideas.
- Please supply total of expenses required to mitigate issues raised.
- Make project wheelchair accessible.
- I want staff to tell more details of the plan for the stations.
- I question how much of the community input will be taken seriously.
- I know it's too late to change above ground design, but this decision will create a physical barrier in town.
- People will not want to live at the station property limit.
- For budget considerations, you haven't taken into consideration what will be in place 50 years from now.
- Communities and public's voice and ideas weren't considered for the LRT project, so I don't have any faith that the community/public voice and ideas will be considered for station designs.
- A person even stated, 'What am I here for?' and I agree with that person

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

<input type="checkbox"/> Newspaper ad	2
<input type="checkbox"/> Word of mouth	1
<input type="checkbox"/> Website	1
<input type="checkbox"/> E-mail notice	7
<input type="checkbox"/> Notice in mailbox	2
<input type="checkbox"/> Other (please specify)	Flyer (1), Community dialogue (1), requested to attend – business group (1)

Project Team (table facilitators)

<i>First Name</i>	<i>Last Name</i>	<i>Organization</i>	<i>Organization 2</i>
Jill	Bradford-Green	Office of Public Involvement	City of Edmonton
Michelle	Chalifoux	LRT Design & Construction	City of Edmonton
Russ	Coulombe	ISL Engineering Ltd.	
Elicia	Elliot	Stantec Consulting Ltd.	
Brad	Griffith	LRT Design & Construction	City of Edmonton
Terry	Koch	Stantec Consulting Ltd.	
Adam	Laughlin	Transportation Planning	City of Edmonton
Kathy	Mercure	LRT Design & Construction	City of Edmonton
Alan	Parsons	Gray Scott Consulting Ltd.	
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	