



Southeast to West LRT Preliminary Design

**Stage 1 - Preconsultation Stakeholder Interviews**  
**Stage 2 - Community Conversation Meetings**  
**March / May 2012**  
**Stakeholder and Public Engagement Process**  
**Interim Report**

**Prepared by:**

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**Project Number:**

60222337

**Date:**

May 29, 2012

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ConnectEd Transit Partnership  
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May 29, 2012

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Dear Elicia:

**Project No: 60222337**  
**Regarding: Stage 1 - Preconsultation Stakeholder Interviews**  
**Stage 2 - Community Conversation Meetings**  
**March / May 2012**  
**Stakeholder and Public Engagement Process**  
**Interim Report**

Please find attached our draft interim report for Stage 1 and Stage 2 Stakeholder and Public Engagement Process for your review and approval.

Sincerely,  
**AECOM Canada Ltd.**

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# 1. The Public Involvement Plan

The Public Involvement Plan was finalized with approval of the City of Edmonton in January 2012 as per Appendix A of this report.

A summary of the highlights of the approved Public Involvement Plan is included as Appendix B.

The plan was the result of much discussion between the client team and the consultant team to develop an optimum public involvement program that served the perceived high expectations of the general public and key stakeholder groups and individuals and concurrently, serve the needs and constraints of the consultant team and the client.

The Concept Plan that specified the corridor, track alignment and station locations for the West to Southeast LRT was approved by City Council in January 2011. The alignment identified in that concept plan was divided into six (6) areas and the public involvement plan has adopted the area breakdown as an organizational structure. Those six (6) 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

The Public Involvement Plan involves five stages. These are listed below and include a brief description of the purpose of the stage and the actual timeline to date and proposed timeline for future stages.

- **Stage 1: Pre-Consultation** (November - December 2011)
  - Information sharing & consultation to receive feedback to help identify stakeholders, to assess levels of understanding and knowledge of the approved Concept Plan, to provide a project update and to seek stakeholder finalize the Public Involvement Plan after seeking comment from stakeholders.
- **Stage 2: Initiation** (All Areas (March/April/May 2012))
  - Information sharing & consultation to receive feedback on various design and community integration components where public input will be considered by the technical team.
- **Stage 3: Consultation** (Areas 1 to 4 (May to June 2012) & Areas 5 & 6 (Nov to Dec 2012))
  - The focus of the Area Meetings in Stage 3 will be to present first stage preliminary designs for the stops in each area, proposed changes to roadways and related concepts for connectivity and pedestrian/cyclist access, as well as noise attenuation (where applicable).
- **Stage 4: Refinement**
  - Participants in this third round of Area Meetings will review and provide final input on the proposed designs and other key elements discussed in Stages 2 and 3, as well as receive updates on the ongoing technical developments.
- **Stage 5: Conclusion**
  - The final designs and future project information will be shared with the general public in a public information/open house format for final review and comments before being submitted to The City.

## 2. Public Involvement Results to Date (as of May 15, 2012)

### 2.1 Stage 1- Pre-Consultation Stakeholder Interviews

A list of key stakeholder groups to be contacted and met with in Stage 1 by the project was drafted, reviewed and approved by the project team in early 2012. Contact and communication was made with these groups, as outlined in the Reports for Stage 1 included as Appendix C to this report.

Stakeholders identified issues in four (4) broad categories:

- Additional Issues to Consider in the Preliminary Engineering Design Phase;
- Issues that have Arisen since the Concept Plan was Approved;
- Other Local or Specific Community, Business or Institutional Initiatives to Consider; and
- Consultation and Communication Techniques

Common themes that resulted from this stage are summarized below:

- Issues to Consider in the Preliminary Engineering Design Phase

### 2.2 Stage 2: Initiation

The overarching purposes of Stage 2 were

- To launch the broader public involvement process and provide a general overview, where the project is today, how people can be involved and proposed timeline.
- To obtain input on the key consultation point—How can LRT be best integrated into your neighbourhood?

To accomplish this purpose, Stage 2 - Initiation was comprised of 7 workshop style events billed as **Community Conversations**, one in each of five areas and two in Area 6 (149 Street to Lewis Farms Transit Centre) due to logistical issues regarding the venue booked for the first of the two events.

The following table summarizes the dates, locations and attendance for each of the 7 community conversations.

Date	Area	Location	Approximate Attendance
March 22, 2012	Area 1: Mill Woods Town Centre to Whitemud Drive	South Edmonton Alliance Church – 6508 – 31 Avenue	75
April 4, 2012	Area 2: Whitemud Drive to Argyll Road	W.P. Wagner School – Cafeteria – 6310 Wagner Road	21
March 20, 2012	Area 3: Argyll Road to Strathearn	St James – 7814 – 83 Street	288
April 11, 2012	Area 4: Strathearn to City Centre West	Northern Alberta Pioneers Cabin – 9430 – 99 Street	154
April 24, 2012	Area 5: City Centre West to 149 Street	St Vincent – 10530 – 138 Street	110
April 26, 2012	Area 6: 149 Street to Lewis Farms Transit Centre (Meeting #1)	Annunciation School 9325 – 165 Street	100
May 2, 2012	Area 6: (149 Street to Lewis Farms Transit Centre) (Meeting #2)	Westend Christian Reformed Church 10015 – 149 Street	88
March 20 – May 17	On –line Survey for all Areas	All Areas	119

## 2.2.1 Event Process

The process/format for each meeting was identical. A detailed description of the process and format for each Community Conversation is contained in Appendix D of this report.

The venues were set up with display boards located throughout the meeting space that presented general information about the SE to West LRT Expansion project and more specific information about the area in which the Community Conversation event was being held. Representatives from the overall project team were stationed at or near all of the display materials and were available at any time to answer questions or to discuss the content of the display materials with members of the public attending and participating in the event.

A PowerPoint presentation was delivered at each event approximately one half hour after the event opened. The majority of the content was general in nature about the overall LRT expansion project including history, background context and timelines. Following this general component, area specific information was presented and attendees were then introduced to the format for the rest of the evening. A copy of the presentation used at each community conversation event is contained in Appendix E.

Discussion tables were set up and facilitators and recorders from the project team were stationed at each table to record the comments and input from the participants at each table. Each meeting averaged approximately eight (8) of these discussion tables but this number varied according to the attendance at each event.

Comment and feedback from each of the sessions was collected in numerous ways:

- Written recording of discussions at the tables during the workshop portion of the event;
- Completion of Comments Forms (see Appendix F for a copy of the Comment Form Provided) supplied to all participants from the general public who attended the events;
- On large panels that showed an aerial photo background of the area of focus and the details for each specific meeting area of the approved concept plan, participants were encouraged to use the “Sticky Notes” provided to make comments and attach them to the display board at the specific location that the comment applied to; and
- An on-line survey reached through the project website with the identical questions as were posted on the Comment form provided at each event (See Appendix G).

The verbatim comment and feedback provided from all of these sources for each of the Community Conversation events has been compiled and is available upon request.

Highlights and a brief summary of the compiled feedback from each of the events are contained below. The feedback for the two meetings for Area 6 has been combined into one compilation.

A compilation of all of the on-line feedback is also included in this section. Although some of the comments speak to a specific area along the corridor from the approved Concept Plan, all Edmontonians could comment on any area along the corridor at any time. The on-line feedback comments are not compiled by area, unlike the other comments.

## 2.3 Area 1: Mill Woods Town Centre to Whitemud Drive

This is a long established, quiet community made up of many smaller communities. It has a high ethnic diversity that helps define the community. Many of the people at the meeting were long time residents of Mill Woods and are very proud of their community.



They love their green spaces, in particular Mill Woods Park, west of Mill Woods Town Centre, and participate in many activities held there, i.e. Canada Day festivities. They want the park-community connection maintained and strengthened. The greenness of 66 Street and the parks/golf course are very important. They have great community facilities: parks, high schools, recreation centres, shopping and hospital, and have strong ownership of them.

They are a community of mixed ages but have concern for the seniors, the founding residents, and want them to be comfortable with the LRT. They want bus service to be maintained and enhanced to move residents to the LRT. Transit connections are very important and will become more important as the community ages. The transit works and they do not want duplication.

The community is walkable, which is very important; they do not want to lose pedestrian connections across the LRT corridor.

They want good quality, durable, long lived materials and easily maintained, safe LRT facilities.

**What the stakeholders like about their community:**

- Neighbourhood has great existing amenities
- Want to maintain good walkability in area
- Neighbourhood is established and mature, yet modern
- Area is quiet and peaceful
- Area has good trails and paths
- Multi-cultural neighbourhood
- Proximity of hospital, fires station and police station is good
- Unique area with a wide variety of housing types
- We will miss the Whitemud Amusement Park
- Like that it is an early community with convenient facilities all around
- Like back yards and alleys
- Good access to Calgary, airport, downtown, in and out of Mill Woods Traffic works well in the area (no jams)
- Congestion is managed – can pick up speed at 41 Avenue and 66 Street
- Family feel/oriented neighbourhood
- Rec centre is good
- Area is affordable, quiet, access to everything, bus accessible
- Area feels safe, is walkable, is close to Henday and Whitemud Drive
- Area has cultural diversity

**2.3.1 Comments Summary:**

**Overall Theme:**

- Play on the ethnic diversity of the community, including First Nations
- Each stop should reflect a different part of the community, location, history, ethnicity
- Keep the green – trees and other vegetation is important and reflect the name “Mill Woods”, a natural look - picking up on the parks is preferred
- Focus on maintaining access through the community

**Stops:**

- A different theme for each – but a simple, ageless design, not too loud, natural looking
- High level of visibility wanted at stops – transparency of shelters important for safety/security
- Security, i.e. lighting, cameras is important

- Accessibility is very important for all ages and levels of ability, consideration for ease of movement on paving
- Preference for integrated artwork with a few feature pieces
- Enclosed, heated shelters preferred with lots of seating
- Durable, vandal proof materials that are easily maintained in all seasons
- Lots of vegetation
- Strong, easy to read wayfinding system
- Bicycle parking is important
- Furniture to be comfortable in all types of weather including winter – no metal seating, must drain/dry quickly
- Incorporate solar lighting and other sustainable practices/elements, where possible

**Trails/Sidewalks (Pedestrian Access):**

- Maintain existing community connections
- Accessibility is important – wheelchairs, strollers, walking, etc.

**Vegetation:**

- Utilize vegetation as dividers between the LRT/tracks and the public/road/walks
- Lots of vegetation in corridor
- Maintain a natural feel for the community

2.3.2 Outstanding Issues:

**Access:**

- Additional information on traffic movements and access along the LRT corridor is required.
- There is great concern about how all modes of transportation will move across and within the corridor.

**Urban LRT:**

- It appears that the concept of urban LRT is still not completely understood and this needs to be clarified in future meetings. More detailed drawings will assist with this.

**Parking:**

- Large park 'n' ride facilities are expected.
- The interface between bus transit and LRT needs to be clarified – that bus will bring riders to stops to catch the LRT.
- There is still the understanding that people will drive to catch the LRT.

**Stations versus Stops:**

- From the amenities expected at the stops, most people still are visualizing/anticipating the stations now found on other lines. This will have to be clarified in other meetings and in the future stages of PI.

**Noise/Vibration:**

- Additional information on anticipated noise and vibration levels will have to be provided to provide a level of comfort. Comparisons of anticipated noise to what exists today in Edmonton and other cities may help with the understanding

## 2.4 Area 2: Whitemud Drive to Argyll Road

This area is a mix of residential, commercial, and industrial. We would appreciate a theme that presents this – rather than pushing the industrial to the side. We have helped this city with employment, generating business, etc. Please don't lose sight of the historic players in this area and certainly don't penalize, marginalize, or dismiss us. Work with us to make this city even better. Business and growth go hand in hand.

The new proposed option introduced tonight would be fantastic! This would be a FAIR, REASONABLE, FEASIBLE option! Interruption should disrupt our operating as little as possible. This means no expropriation and as little disruption to access as possible.

The proposed alignment change to have the Park & Ride at Osman, and move the maintenance facility south of 51 Avenue makes more sense and I applaud this change. The extra traffic from park and ride at Whitemud and 75 Street would overload that area. Also, the City should not spend all of its budget to extend the LRT on land acquisition that severely disrupts businesses when it has land that it already owns and less disruptive options open to it. I applaud Council and Administration's courage to re-visit this alignment issue.

## 2.5 Area 3: Argyll Road to Strathearn

This is a mature, quiet area made up of several active communities with good proximity to downtown and all amenities. There is a French influence and lots of historic character that is important and should be played upon.

Natural surroundings, particularly mature trees and the Mill Creek ravine are very important. They love their green spaces and large yards and want this reflected in the colours and materials used in their area.

They are an established community of varied ages with many of the founding residents (from the 1950s) still there but many younger families have recently moved into the area. This area is being gentrified, spruced up and becoming more vibrant with a good mix of ages.

Residents want their current, good bus service, to be maintained and enhanced to move residents to the LRT. The transit works well and they do not want duplication.

The community is walkable, which is very important; they do not want to lose pedestrian connections across the LRT corridor. They want more detail about crossings and maintaining existing connections.

They want good quality, durable, long-lived materials that are not too obtrusive or modern and are easily maintained. They want high end, high quality materials but do not want money spent unnecessarily. However paving must accommodate all levels of accessibility – no tripping hazards from paving stones.

They want safe LRT facilities with good pedestrian access, lighting and security features. They do not want an 'artsy' feel. Shelters should provide shade in the summer and heat in the winter.

### 2.5.1 Comments Summary

#### **What the stakeholders like about their community (from comments):**

- Like the Mill Creek ravine – good access, tobogganing, bike trails, wildlife, natural setting,
- Like the quiet, serene area with lots of green spaces and parks
- Like the many, mature trees with special note of the 60 to 70-year old elms in Holyrood

- Like that the individual neighbourhoods feel like “small towns” within a big city – very walkable with local amenities and small businesses
- Like their proximity to Whyte Avenue and downtown and all amenities
- Active, multi-generational population, mature neighbourhoods, where you know your neighbours
- Like mainly single family homes – smaller homes on big lots
- Many schools that are a very important part of the neighbourhoods – Vimy Ridge, French Schools, Faculty St Jean etc.
- Like that the area is well serviced by transit with direct bus service to downtown and good transportation links to other areas
- Older neighbourhood with high quality of life and character homes and prime land and property (Strathearn)
- Good/easy access in and out of neighbourhoods
- Neighbourhood has a friendly feel – welcoming, safe, tight knit

#### **Overall Theme:**

- Play on the natural beauty of the neighbourhoods – particularly that of the Mill Creek ravine and the mature trees.
- Appreciate the small town feel of these neighbourhoods where neighbours still know each other.
- Keep things simple and natural – like the communities
- History of area should be incorporated/built upon

#### **Trails/Sidewalks / Pedestrian Access / Bikes:**

- Maintain existing community connections
- Accessibility is important – bikes, walking, driving, etc.
- Pathways around and in Mill Creek ravine are important
- Many critical crosswalk locations need to be maintained

#### **Vegetation:**

- Utilize vegetation as dividers between the LRT/tracks and the public/road/walks
- Lots of colourful, unusual vegetation in corridor (not just the usual species)
- Maintain a natural feel of the community
- Minimize removal of large trees /replace with mature trees

#### **Stops:**

- Could all be of same theme in a neighbourhood or within whole area.
- Natural – reflecting Mill Creek ravine, small town feel, historical, French themes
- High level of visibility wanted at stops – transparency of shelters important for safety/security
- Good pedestrian / bike access / crosswalks to stops
- Preference for integrated artwork – landscaping could be the artwork
- Enclosed, heated shelters preferred with amenities
- Lots of vegetation
- Strong, easy to read wayfinding system – not cluttered
- Bicycle parking and paths are important

## 2.5.2 Outstanding Issues:

### **Access:**

- Additional information on traffic movements and access along the LRT corridor is required.
- There is great concern about how all modes of transportation will move across and within the corridor – particularly pedestrian crosswalks across 83 Street.
- Very specific questions about specific movements have been recorded and need to be addressed in future stages of PI.

### **Urban LRT:**

- It appears that the concept of urban LRT is still not completely understood and this needs to be clarified in future meetings. More detailed drawings will assist with this.

### **Parking:**

- Large park 'n' ride facilities are expected.
- The interface between bus transit and LRT needs to be clarified – that bus will bring riders to stops to catch the LRT.
- There is still the understanding that people will drive to board the LRT.

### **Stations versus Stops:**

- From the amenities expected at the stops, most people still are visualizing/anticipating the stations now found on other lines. This will have to be clarified in other meetings and in the future stages of PI.
- Photos of potential stop design and running trains should help. (possibly continual running video of an actual urban low floor train on a route for next stage workshops?)

### **Property Acquisition:**

- Clarification is needed on the properties, service roads, etc. along 83 Street that may be required for the LRT.

## 2.6 Area 4: Strathearn to City Centre West

This is an area that has three distinct characters: downtown, river valley and residential (Strathearn community) and consequently has many different perspectives on how the LRT should be treated.

The downtown area, with comments predominantly from the Chinatown community, has concerns about access across the LRT alignment within their community, especially at the portal. They are also concerned about the destruction of their community, as they know it.

The river valley area is concerned with keeping the area green and screening any alignment and other structures with vegetation for aesthetics and noise. Minimizing disturbance of the green space is also preferred.

The Strathearn community has concerns similar to Area 3 (of which a portion of their neighbourhood belongs), largely with access across the alignment and through their neighbourhood.

## 2.6.1 Comments Summary

### **What the stakeholders like about their community:**

- Cloverdale has incredible access to park trails, skiing, hockey, skateboarding and great recreation.
- Current pedestrian bridge is aesthetically pleasing, works with Louise McKinney. People like to dwell in this area and would like the spirit in the area preserved.
- Trees on 95 Avenue are valued - mature trees.
- Dragon Boat Festival (west end)
- Strong sense of pride in existing feel which should be maintained
- Convenient, quiet, proximity to everything
- Hoping NBHD redeveloped
- Established neighbourhood
- Connection to river valley - to wildlife

### **Overall Theme:**

- Play on the natural beauty of the river valley – do not introduce lots of structures or ‘man made’ screening – use vegetation
- Keep the existing character of the neighbourhood (Strathearn)
- Some opportunity for French theme (Strathearn)
- Incorporate artwork

### **Stops:**

- Natural – in river valley, small town feel, historical, French themes in Strathearn
- Good pedestrian / bike access / crosswalks to stops
- Preference for integrated artwork – landscaping could be the artwork
- Lots of vegetation
- Strong, easy to read wayfinding system – not cluttered
- Bicycle parking and paths are important

### **Trails/Sidewalks / Pedestrian Access / Bikes:**

- Maintain existing community connections
- Accessibility is important – bikes, walking, driving, etc.
- Many critical crosswalk locations need to be maintained

### **Vegetation:**

- Utilize vegetation as dividers between the LRT/tracks and the public/road/walks
- Use vegetation as screening
- Maintain a natural feel of the community
- Minimize removal of large trees /replace with mature trees

### **Bridge/River Crossing:**

- An aesthetically pleasing bridge is preferred – this is a key location in the river valley and should be a showpiece.

## 2.6.2 Outstanding Issues:

### **Access:**

- Additional information on traffic movements and access along the LRT corridor is required.
- There is great concern about how all modes of transportation will move across and within the corridor – particularly pedestrian crosswalks across 95 Avenue.
- Very specific questions about specific movements have been recorded and need to be addressed in future stages of PI. Pedestrian bridge access also important during construction

### **Urban LRT:**

- It appears that the concept of urban LRT is still not completely understood and this needs to be clarified in future meetings. More detailed drawings will assist with this.

### **Bus:**

- The interface between bus transit and LRT needs to be clarified – that bus will bring riders to stops to catch the LRT.
- There is still the understanding that people will drive to catch the LRT.

### **Stations versus Stops:**

- More stops are being requested. More information on parameters of stop location selections required for next stage of public involvement

### **Portal:**

- Clarity required on how to be integrated into community.

## 2.7 Area 5: City Centre West to 149 Street

This area is divided into two main components – downtown and a number of residential neighbourhoods. Very few comments were received from the downtown community. The majority of the comments came from the residential neighbourhoods, including Old Glenora, Grovenor, and Westmount.

These neighbourhoods are mature, well established, largely single family developments with a commercial/retail component at various locations along the corridor. They want the LRT to be subtle and unobtrusive, and be well integrated into their neighbourhoods.

They are very concerned about the changes to access into their communities and the effect this will have on the viability of their neighbourhoods due to the divisive effect of the LRT corridor (their perspective).

From the perspective of integration, the neighbourhoods all have a significant history, albeit that some are older than others. A historical flavour is important in the development of the stops but each area should read as distinctive. The residents also emphasise the importance of the existing mature trees, ravine connections and green spaces within their neighbourhoods. The use of natural green elements is important to this community in the LRT corridor development.

### **What the stakeholders like about their community:**

- Proximity/Accessibility to ravine and/or river valley
- Proximity to downtown/central location
- Easy access to west end, downtown, and university
- Mature trees/Green spaces/Nature
- Quiet
- Walkability
- A truly historical district
- Good transit service
- Mature neighbourhood

### **Overall Theme:**

- Historical look - not contemporary
- Possibility of integrating new modern design with the existing unique “old” feel of the neighbourhood – \* stations. Glass/steel with old/antique feel.
- Coordinate catenary poles to match the old Glenora style
- Feel of the line is dynamic to shift to match each given area. EMPHASIZE the character of each area
- 124 St. transitions from high density to East to less dense to West. Keep that character
- Make design “Timeless”
- Art budget incorporated into system elements rather than stand alone art
- Beautiful area, natural, “mature”, elegant, cultured
- “Antique-ey”
- Festive area – Candy Cane lane
- 124 St to 142 St have same feel/look

### **Trails/Sidewalks / Pedestrian Access / Bikes:**

- Mosaic cobblestone.
- Additional bike parking (Western Cycle)
- Cobblestone – would fit into existing
- Cobblestone between tracks
- Bike racks at stops
- Pedestrian/bike access at Groat Bridge
- 104 Ave is a bike route, keep access closed at Stony Plain for safety and to create a hub to go with municipal reserve
- Bike racks at stops
- Talk to Edmonton Bike commuters about bike facilities
- Bike racks at each stop
- Aesthetic but functional design
- Include bike transport on LRT train

### **Stops/Stations:**

- Fully enclosed LRT shelters
- Provide spaces for community involvement
- Ensure Glenora Skyline Project – 142 St (NE corner) integration with LRT
- Character of entire LRT line should be consistent – slight variability of features
- Providing well sheltered stops/stations will help winter usage of the LRT system
- Small shelters at stops
- Shelters integrated to neighbourhood
- Wayfinding and signage tasteful



- LRT “next train” boards not too intrusive
- Glenora stop should reflect older style buildings
- Should reflect 124 Street gallery walk – artsy type area
- Modify digital signs to integrate into older/low key look
- Barrier free – no fences, walls

### 2.7.1 Outstanding Issues:

#### **Access:**

- Additional information on traffic movements and access along the LRT corridor is required.
- Neighbourhood shortcutting between 102 Avenue and Stony Plain Road and between Stony Plain Road and 107 Avenue is a concern
- Access in and out of neighbourhoods without shortcutting is critical
- There is concern about how all modes of transportation will move across and within the corridor – particularly pedestrian crosswalks across Stony Plain Road.

#### **Urban LRT:**

- Concerns regarding OCS (Catenary) appearance – integrate where possible, paint green

\*\*A circular was being distributed at the Area 5 meetings and is contained in Appendix H to this report. This was developed by an organization with the acronym “SMARRT” (Sustainable, Modern, Accessible for the Roads & Rapid Transit available to all Edmontonians”)

## 2.8 Area 6: 149 Street to Lewis Farms Transit Centre

This area is divided into three distinct characters: 149<sup>th</sup> Street to approximately 165<sup>th</sup> Street, 165<sup>th</sup> Street to Anthony Henday and Anthony Henday to Lewis Farms.

149<sup>th</sup> Street to 165<sup>th</sup> Street is largely 1960/70s residential with the exception of Meadowlark Mall. 165<sup>th</sup> to Anthony Henday is also largely 1980/90s residential with two elevated stations (West Edmonton Mall and Misericordia Hospital) that raise significant concerns about views and noise into the lots backing onto the LRT corridor. Anthony Henday to Lewis Farms is more open and rural in character without any significant existing residential associated with this area.

Like the other areas, the residents were concerned about retaining the character of their communities. These communities are mature with good amenities and significant green spaces, and they have asked that these be respected. Some of the neighbourhoods, i.e. Jasper Place, were small communities before being amalgamated into the City of Edmonton and this could be reflected in some of the station and corridor design. The site of the Misericordia Hospital once was a farm complete with silo and this history might also be incorporated into the station design. In addition, each neighbourhood along the corridor has specific plantings that reflect the popular plantings of the time they were developed. The stakeholders asked that this be reflected in any new planting along the corridor.

There is good transit services and easy accessibility. The bus service needs to be connected to the LRT. From the perspective of the LRT in the road right-of-way, there is concern that access and vehicle travel times will be affected.

Comments indicate that they want the LRT to offer them a faster method of getting downtown than their current vehicles.

**What the stakeholders like about their community:**

- Mature trees/Green spaces/Nature
- Proximity to amenities
- Good access to retail and services
- Shopping, doctors, churches, schools, library, fire station, parks, restaurants, etc.
- Very good walkability
- Good transit service and good access to all amenities
- The neighbourhoods are in the process of renewing themselves and there is a good mix of single and multi-family housing

**Overall Theme:**

- Contemporary design
- Modern style to use
- West Jasper Place maintains a “small town feel”
- Stony Plain Road architecture and art and streetscape has to be more traditional (as opposed to more modern architecture)
- Show what Stony Plain Road was like before (older businesses, farmland prior to development) and the farming families
- Natural light
- Incorporate/recognize Jasper Place History
- Want stops and station named after community, to give a genuine reflection of where stop is
- 87 Ave – Misericordia to Meadowlark Mall – keep mature neighbourhood and trees look and feel
- Near WEM - Would like the LRT to bring architecture, artistic feel to the area
- Prefer curved design and sharp angles
- Not slick and modern architecture
- Carryover of theme between stops/station but incorporate unique neighbourhood
- Architecture should be suited for the area’s within Area 6 (ex. 159 Street – 170 Street is older than 178 Street to Anthony Henday
- Industrial materials incorporated into a historical design
- Use historic plaques, murals
- Illustrate the history of certain areas (ex. School at Jasper Place before Grant MacEwan)

**Bus Service:**

- High frequency of bus service to connect bus to LRT
- Integrate LRT with bus system to ensure good access to all areas of the City, not just LRT stops

**Trails/Sidewalks / Pedestrian Access / Bikes:**

- Access to public transit
- Access to amenities/stores

## 2.8.1 Outstanding Issues:

### **Access:**

- Extend elevated West Ed station to cross 178 Street (very busy intersection)
- Connection to Misericordia from station is desirable

### **Parking:**

- Congestion at WEM is an issue now and the LRT will have further negative impact
- Is there going to be a park and ride/parking permitted for transit users at WEM?
- LRT users will be using residential streets as their park-and-ride (NO!)
- Will there be Park and Ride at West Edmonton Mall/Meadowlark
- Need a Park and Ride in addition if Lewis Estates Park and Ride is to be used by Stony Plain, Spruce Grove commuters.

### **Stations versus Stops:**

- Radiant heating in LRT stops/shelters
- Integrated design (shelter, furnish, paving) at stops/stations – not just standard ETS bus stop look
- Need functional seating at stops and aesthetic
- Smaller shelters at stops
- Minor stops not too bright, don't want to light pollution
- Integrate with major facilities (egg. West Edmonton Mall, Misericordia hospital, etc. Meadowlark library)

### **Safety:**

- WEM Station - Improve security, discourage vandalism
- Safe and well lit stops
- Make feel safe and secure
- Well lit, open, visible security/transit crew, especially at later times, cleanliness
- Panic buttons and blue phones to make it feel safer
- Security presence at stops to add to sense of safety

### **Redevelopment Issues:**

- This process is supposed to respect existing development, which is totally untrue. West Jasper Place is heavily impacted by 3 stations opening 2/3 of our neighbourhood up for commercial and multi-family development and not a single policy or protective measure is in place to protect or respect our current single-family homes of exceptional quality. Multi-family and retail are approved right beside newer, larger single-family homes. Shame on the City.
- Off 99 Ave between 152 and 153 St. The 200 and 400 metre TOD zones are wide open books. More detailed zoning regulations need to be in place or developers will end up being the planners and that is a plan for disaster (no plan really)

\*\*A circular was being distributed at the Area 6 meetings and is contained in Appendix I to this report. This was developed by an individual concerned about the route and the concept of LRT expansion.

# Appendix B.

## Highlights of Approved Public Involvement Plan

## PRELIMINARY DESIGN PROCESS - SE TO W LRT

DECEMBER 2011

Over the course of the next two years, The City of Edmonton will develop and finalize the Preliminary Design for a 27 km urban style low-floor rail system from Mill Woods to Lewis Farms. This Preliminary Design will build on the approved Concept Plans by conducting more detailed analysis of how the new low-floor urban LRT will operate, as well as how the system will integrate into the existing and planned (future) transportation network and adjacent communities.

The earlier Concept Planning Phase of this project defined the major features of the SE to W LRT (from Mill Woods to Lewis Farms), including the corridor and alignment, station locations, integration with the transportation network, preliminary property requirements, and cost estimates. (Concept Plans have been approved by City Council, with the exception of the Downtown Connector, which is on Council's Agenda on January 18, 2012.)



### PUBLIC INVOLVEMENT PROCESS

The design and ultimately the construction of the SE to W LRT will affect Edmontonians who live or do business in the established communities along the route. The City is committed to involving stakeholders, and all interested members of the public, in the Preliminary Design Phase of the SE to W LRT project.

The public involvement process for the Preliminary Design will present opportunities for all interested parties to be involved in key elements of the preliminary design process where they can affect the decisions to be made and will take into consideration related issues and concerns of stakeholders.

Where there is no opportunity for input (i.e. decisions were made in the earlier Concept Planning Phase, or decisions will be made in accordance with best engineering practice, industry and safety standards, LRT Design Guidelines, and other applicable existing City standards and policies), the public will be informed about ongoing developments.

### LEVEL OF INVOLVEMENT

In technical projects like the SE to W LRT project, the level of detail increases as the project progresses from Concept Planning to Preliminary Design, and the opportunities for public involvement are more defined as plans become more finalized.

At the City of Edmonton, public involvement is conducted per our [Public Involvement Policy C513](#) and refers to the Continuum of Public Involvement. This spectrum helps to set clear expectations for everyone involved, informing stakeholders and the public on what they are able to influence and when.



## Overall Level of Involvement: Information Sharing/Consultation

CONTINUUM OF PUBLIC INVOLVEMENT				
Information Sharing	Consultation		Active Participation	
<ul style="list-style-type: none"> <li>Sharing information to build awareness</li> </ul>	<ul style="list-style-type: none"> <li>Testing ideas or concepts to build knowledge</li> </ul>	<ul style="list-style-type: none"> <li>Collaborating to develop solutions to build commitment</li> </ul>	<ul style="list-style-type: none"> <li>Sharing decision making to build ownership</li> </ul>	<ul style="list-style-type: none"> <li>Delegating decision making to build responsibility</li> </ul>

This Public Involvement process will incorporate all three categories of the continuum as shown above and specifically, as itemized below:

### Information Sharing

Where decisions have been made in the Concept Planning Phase, or will be made based on engineering standards and guidelines, the public will be kept informed about those decisions. This includes:

- SE to W LRT corridor location
- Track alignment
- Technical design guidelines
- LRT stop/station locations
- Transit Centre locations
- Cost Estimates
- Vehicle design and branding
- Construction staging
- Property requirements
- Land re-development and TOD potential

### Consultation

- Structural aesthetics (Visual integration of the system into the existing landscape and adjacent communities)
- LRT stop/station aesthetics
- Landscape architecture aesthetics
- Public Art opportunities
- Connectivity to the existing transportation network across all modes of transportation
- Aesthetics for noise attenuation mechanisms, where identified per the City of Edmonton Urban Traffic Noise Policy 506<sup>1</sup>
- Understanding the impacts to stakeholders and working together to mitigate issues where possible

### Active Participation

In areas where sound attenuation is warranted as per the City of Edmonton Urban Traffic Noise Policy 506, adjacent property owners will have the opportunity to vote on the installation.<sup>2</sup>

<sup>1</sup> In the case of an existing residential area, where noise mitigation measures are appropriate and supported, the City will seek to involve community stakeholders in the selection of suitable materials and the design of the structure.

<sup>2</sup> The City of Edmonton will undertake a survey of affected property owners to determine support for the installation of any noise attenuation measures proposed under the City's retrofit noise attenuation program. Affected property owners are those who are immediately adjacent to the proposed noise attenuation measure (berm and/or noise wall), in an area encompassing the entire length of the proposed noise attenuation device. Endorsement of the proposed project will be considered sufficient if 60% or more of property owners indicate support (targeting a 100% response rate).

## HOW THE PUBLIC WILL BE INVOLVED

The public involvement process for the Preliminary Design Phase will endeavour to involve a wide range of stakeholders and all interested members of the public through a variety of activities over several stages of design development. The proposed face to face meetings and the online activities are designed to capture input from participants on specific key elements of the project that will be considered by the technical team as part of design development.

The 27 km of the SE to West LRT has been divided into six distinct areas to allow stakeholders in each area to be involved in development specific to their area of interest.

- 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

There are five stages to this Public Involvement Process that will be conducted over the course of 2012 and 2013:

<b>STAGE 1</b>	<b>PRE-CONSULTATION</b> All Areas (Nov 2011 to Feb 2012)
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Level of Involvement:	Information sharing & consultation to receive feedback to help finalize the Public Involvement Plan
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The Pre-Consultation Stage is focused on developing the Public Involvement Plan that will define the opportunities for public involvement during the project. The Plan will be based on input and information from the Concept Planning Phase, as well as new information gathered through interviews with key stakeholders and an online survey.

<b>STAGE 2</b>	<b>INITIATION</b> Areas 1 to 4 (Feb to Mar 2012) & Areas 5 & 6 (Apr to May 2012)
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Level of Involvement:	Information sharing & consultation to receive feedback on various items where public input will be considered by the technical team
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The public involvement process will begin in all six areas in the Initiation Stage. The Area Meetings (one in each of the six areas) will be a combination of information sharing (presentations and information updates), as well as seeking input from participants on the various elements where public input will be considered by the technical team in the developing design. Anyone who is interested in this project will have opportunities to be involved by attending the meeting for their area, or by participating online. While interested stakeholders will be encouraged to participate in their Area Meetings in each of Stages 2 to 4, this will not be a prerequisite. Reports from the Area Meetings and online input will be posted on the website and participants will be informed about how their input was used in the technical developments.

## STAGE 3

### CONSULTATION

Areas 1 to 4 (May to June 2012) & Areas 5 & 6 (Nov to Dec 2012)

Level of Involvement:

Information sharing on project updates and the ongoing technical developments & consultation to receive feedback on various items where public input will be considered by the technical team

The focus of the Area Meetings in Stage 3 will be to present first stage preliminary designs for each area, proposed changes to roadways and related concepts for connectivity and pedestrian/cyclist access, as well as noise attenuation (where applicable). Participants will have opportunities to be involved by attending the meeting in their area or by participating online. Reports from the Area Meetings and online input will be posted on the website and participants will be informed about how their input was used in the technical developments, or how it wasn't and why.

## STAGE 4

### REFINEMENT

Areas 1 to 4 (Sept to Oct 2012) & Areas 5 & 6 (May to June 2013)

Level of Involvement:

Information sharing on project updates and the ongoing technical developments & consultation to receive feedback on various items where public input will be considered by the technical team

Participants in this third round of Area Meetings will review and provide final input on the proposed designs and other key elements discussed in Stages 2 and 3, as well as receive updates on the ongoing technical developments.

Participants will have opportunities to be involved by attending the meeting in their area or by participating online. Reports from the Area Meetings and online input will be posted on the website and participants will be informed about how their input was used in the technical developments, or how it wasn't and why.

## STAGE 5

### CONCLUSION

Areas 1 to 4 (Jan to Feb 2013) & Areas 5 & 6 (Nov to Dec 2013)

Level of Involvement:

Two-way information sharing on final designs & other related technical items

The final designs and future project information will be shared with the general public in a public information/open house format for final review and comments before being submitted to The City. Information that is shared at the Open Houses will be posted on the project website, along with an opportunity for viewers to provide comments via an online survey that will be available for a specified period of time. Reports from the Open Houses and online input will be posted on the website, along with a final evaluation of the overall Public Involvement Process.

For more information, please contact Future LRT General Inquiries at 780-496-4874 or [LRTprojects@edmonton.ca](mailto:LRTprojects@edmonton.ca).



# Appendix C.

## Stage 1 Reports



**Stage 1 – Pre-Consultation**

**Stakeholder Interviews**

**COMPILED RESULTS**



DATE: February 3, 2012





## SE to West LRT Stage 1 Stakeholder Interviews

### Compiled Results

#### INTRODUCTION

The purpose of the interviews with a sample of key stakeholders was:

- To gather information to inform/refine the PIP and set the stage for the Public Involvement Process for the Preliminary Design.
- To inform participants about the upcoming Public Involvement Process, and the opportunities for input.
- To inform participants about the role of public involvement in the Preliminary Design stage, and identify any new issues that can be addressed through this process.
- To begin to build relationships for this phase of the project.

A list of key stakeholders was identified from the Concept Planning Phase of the SE to West LRT and included representatives of Community Leagues, School Boards and business interests in both the southeast and the west areas of the city. Since the Downtown LRT Concept Plan had not yet been approved by City Council at the time of the interviews, stakeholders in Area 4 were invited to provide input via the parallel online survey.

Initial contact was made by email with 19 stakeholders, and follow-up attempts were made to contact individuals for the interviews. In a few instances, alternative or additional contacts were identified, including residents along the route and representatives of other organizations. A total of 26 individuals were contacted, and 20 interviews were completed. Individuals who were contacted were also given the option of completing the online survey. Two stakeholders who were interviewed noted that they had also completed the online survey, and one individual advised that he had completed the online survey instead of having an interview.

Gathering information via in-person interviews and online surveys has been useful to the project team in planning public involvement activities for Stages 2-5. Thank you to all participants for adding value to the process.

#### SUMMARY OF RESULTS

##### Additional Issues to Consider in Preliminary Design

Forty percent of interviewees indicated that they did not have any additional issues to be considered. Responses to this question have been grouped into themes, and are presented below sorted by General, SE Specific and West Specific.

##### General

- ◇ *Speed of LRT:* Concern that people will take their car if travel time of LRT is not comparable.



- ✧ *Roadway and Transit Network Changes:* Need for information about details of the roadway changes and their impact on communities; what can they expect for any kind of transit collectors, links into the LRT? Will they be different from existing transit routes?

#### SE Specific

- ✧ *Route Alignment, including:* preference was noted for route near Forest Heights rather than Connors Hill; a request for information about what specific route has been decided south of Argyll Road to connect to 75 St; and concern that the LRT is not extending further to the east and south to heavy growth areas around Ellerslie.
- ✧ *Access to EMS Station at Bonnie Doon Circle:* Impact on EMS service access.
- ✧ *Lane Reduction & Rationale for Location of Track in Middle of 83 Street:* Concern about reducing 83 Street to two lanes with LRT down middle and impacts on traffic if a bus breaks down in one of the lanes and blocks traffic. Also concern about removing the boulevard by property owners who do not have back alley access and will have to back out of driveway into traffic; Need for clarification on rationale of the centre of street location.
- ✧ *Loss of Feeder Bus Stops on 83 Street:* Concern that reduction to one lane on 83 Street will restrict feeder bus service between stations; what bus service will be planned to bring people to station and along the route? Also suggest that if houses need to be removed, it should be looked at now or consider something elevated to keep lanes going in both directions.
- ✧ *Station Locations and Connection to Other Bus Routes, including:* the need for a stop at the top of Connors Hill (e.g., seniors, Folk Fest access); concern about potential loss of green space at the stop on 95 Avenue in Strathearn; Station Location at 73 Avenue & 83 Street does not connect with bus routes on 76 Avenue and concern about seniors having to walk three blocks or more from the station to get into Ritchie, King Edward Park, etc.; concern about loss of bus stop at Argyll Road & 83 Street where many college age residents catch Bus #8 ; Not clear how and when it was decided that the LRT would end at Millwoods Town Centre.
- ✧ *Access to Commercial Strip at Argyll:* Vehicle access to the only commercial area within the community north of Argyll will be impacted by the elevated Argyll Road crossing.
- ✧ *Noise related to Elevated Train/Bridge over Argyll & Coronet Roads:* Concern that elevated train and uphill travel on Connors Hill will squeal and sound will broadcast further than if surrounded by buildings; Not enough has been done to prove neighbouring residences won't be adversely affected by noise.
- ✧ *Pedestrian Crossings on 83 Street:* including need to accommodate bicycle and pedestrian flow on 83 Street with more than three crossing locations; concern about changing multi-use connector access across ravine between 83 Street and 64 Avenue and need for written guarantee that the City will put a crosswalk north of Argyll where multi-use path from Mill Creek Ravine crosses 83 Street.
- ✧ *TOD, including:* Suggestion that City work with Bonnie Doon mall re: building apartment towers on top of mall rather than making a bigger footprint in area; noted that many people on Community League Board are concerned about amount of densification that would happen, and that a stop near Connors Hill might result in higher density. TOD at 83 Street &



73 Avenue Station area was noted as generally positive, but need better/more concrete information to understand what this means.

- ❖ *Impacts on Existing Facilities:* Questions about potential impacts on Edmonton Ski Hill, Muttart, Gallagher Park open space, Community League space in Strathearn.
- ❖ *Timelines:* Concern is about delays; really want the service into the area in the southeast; not so concerned with West; expand accessibility to all areas of the city for seniors (senior residences close by), low income families, youth (e.g., youth in southeast with jobs at West Edmonton Mall)
- ❖ *Construction Impacts:* Need more information about what the construction impacts will be (noise, disruption dust, stories of cracked walls, etc.); what assurances will residents along route have re: access, repairs, etc.?

#### West Specific

- ❖ *Safety and Security, including:* Pedestrian safety / enhanced walkability relative to Stony Plain Road; security at major stops (e.g., re: criminal activity at major stops which is already a concern); Need more than transit security, but community police involvement.
- ❖ *Traffic Flow, including:* integration of LRT lines with auto traffic and impacts on west end residents and access to downtown; suggestion for more grade separations for better traffic flow; concerns about traffic getting out of communities along route; concerns about crossing 156 Street and making left turns along it
- ❖ *TOD & Land Redevelopment & Community Involvement:* Meadowlark Station TOD will have impact on community (not necessarily bad); Need help to move community along in understanding the benefits/impacts of TOD/higher density, but what is done has to be defensible regarding impacts on seniors, land owners, etc.

#### **Issues that have arisen since the Concept Plan was approved**

Half of the individuals interviewed indicated that they were unaware of any other issues or concerns that have arisen since the Concept Plan was approved. One individual noted that the opportunity for better transit service is appealing, but there is also some anxiety. It is generally a good change, but don't really know since haven't seen all details.

Responses to this question have been grouped into themes, and are presented below sorted by General, SE Specific and West Specific.

#### General:

- ❖ *Noise /Sound Barriers:* Noise is still a concern; would like to know more about noise attenuation and who qualifies.
- ❖ *Full Reporting of How Input Used/Not Used:* Concern that there is not full transparency about how input has been used, and as a result, end up with angry people.
- ❖ *Better Public Information:* Need to make sure the general public is informed about this project. Not enough people know about it from the previous phase.



- ❖ *Parasitic Parking & Short Cutting through Neighbourhoods:* Concern about people parking in communities close to stations, as well as cutting through neighbourhoods to avoid the tracks.

#### SE Specific

- ❖ *Location of / Access to Planned Ice Rink near Bonnie Doon:* Concern re: access & that people who play hockey do not take transit and that a lot of parking will also be required for the rink.
- ❖ *Loss of green space, including:* Concern that the LRT doesn't take up more green space in the Bonnie Doon area near the planned ice rink; potential loss of green space between fences and the road along the east side of 66 Street; loss of trees along 95 Avenue and 85 Street.
- ❖ *Traffic Flow:* Concern about alignment down middle of 28 Avenue restricting access for the malls.
- ❖ *Access to Schools on 83 Street:* Concern about pedestrian crossings and bus access to schools. Suggestion that there should be a pedestrian overpass for the school.
- ❖ *TOD at 83 Street & 73 Avenue:* Concern that some houses may be impacted, although community is generally separated from it by Mill Creek Ravine.
- ❖ *LRT Capacity:* Concern that there will not be any space left on trains that originate in Millwoods by the time they reach Bonnie Doon / Strathearn area.
- ❖ *Loss of on-street parking:* in Strathearn along 85 Street.

#### West Specific

- ❖ *TOD Related Re-zoning:* Concern about rezoning related to TOD happening before Council has approved the TOD Guidelines and policies, and before station locations have been determined (example regarding recent bylaw change in Grovenor

### **Other Local or Specific Community, Business or Institutional Initiatives to Consider**

The majority of those interviewed (60%) indicated they were not aware of any local or specific community, business or institutional initiatives that would need to be addressed in more detail. Responses to this question have been grouped into themes, and are presented below sorted by Southeast and West Specific.

#### SE Specific

- ❖ *School Involvement, including:* Good opportunity to work with local schools, such as Vimy and Wagner that bring in a lot of students; would like to see stops that demonstrate how schools are integrated into the urban transportation system, and how that could be modeled for other schools (more like Europe) as a way to influence use of transit; consider use of schools for public meetings & provide opportunities to engage students; ask students what would make them use transit; involve school boards in discussions about how schools & transit can integrate in relation to location of stops.
- ❖ *Noise concerns by seniors in Tawa area* by the hospital.
- ❖ *Bonnie Doon Station location:* suggestion that the decision to cross 83 Street by Bonnie Doon Mall twice should be reconsidered and provide a pedestrian underpass instead.



- ❖ *Strathearn Community Neighbourhood Renewal:* The Community League has been advised they are on the list for neighbourhood renewal in around 2016/17, and suggest that this project is timed to coincide with LRT construction to be more efficient and minimize impacts.
- ❖ *TOD Information:* Need information to clarify proposed rezoning of properties along the route to a higher density; Some anxiety was noted relative to the possible TOD at 83 Street and 73 Avenue and the need to consult with the community.
- ❖ *Station Names:* The Station at 83 Street and 73 Avenue should be called Avonmore Station, not just the street numbers.

#### West Specific

- ❖ *Rezoning:* Concerns regarding rumours about re-zoning the West Jasper Sherwood community to R4 to increase density.

#### **Consultation and Communication Techniques**

Interviewees were asked to identify what techniques they thought would be most effective in encouraging participation and keeping people informed.

The most frequently noted technique was to use e-mail updates and electronic newsletters. While many feel this is the best, there was also a caution that there are some neighbourhoods with a lot of seniors, so this may not be the best solution in all areas. Rather, paper copies of newsletters, or information shared with the Community Leagues and schools to include in their newsletters or communications with members were suggested as useful additions.

Face to Face meetings were noted by many as the best, with some provisos. Concerns were noted regarding the process in previous sessions, where there was a lot of repetition of information and very limited opportunities for participants to actually provide input, leaving participants very frustrated. It was recognized that there will always be new people coming into the process that need to be brought up to speed, but this should be done in way that doesn't waste the time of those who have been involved and are familiar with what is happening. It was also suggested that working with Community Leagues to combine public meetings with community league meetings, or meeting with Community League executive / members was a very good option.

Providing information on the project website, and use of roadside signs to advertise meeting dates and locations were also felt to be very useful.

There were mixed views regarding newspaper ads and direct mail/paper newsletters, with some feeling this was probably a good way to reach some seniors, but that it is expensive. Similarly, use of social media, radio and web ads had mixed reviews, were noted as possibly being good to provide information about meeting dates, but not as a way to share information about the project.

Other suggestions included putting posters on information boards and in gathering places in the communities (e.g., Community League information boards, grocery stores, libraries, seniors complexes, etc.), and use of community and school newsletters as noted above.

#### **Public Involvement Process Suggestions**



There were several comments and suggestions regarding the Proposed Public Involvement Process for the Preliminary Design Phase.

- ❖ *Consultation re: Noise Walls:* Community Leagues should be involved in discussions if noise wall is to be located in the community
- ❖ *Low Floor and Winter Climate Questions:* How will low floor LRT do in our climate? How will snow be removed? How will it be maintained, operate? How will it manage the grade up Connors Hill?
- ❖ *Information Needs, including:* How LRT will connect to existing transportation and transit networks; Be open and honest about real cost and speed of travel of low floor system; Understand impacts to stakeholders; Be more flexible regarding where vehicles can make turns, etc.; Create win-wins for current transit users along the full route between stations
- ❖ *Opportunities for Consultation:* Make opportunities as accessible and easy as possible; more useful to have community based meetings; let Community Leagues know they can have someone come and talk to them; talk to people in bus stops/stations.
- ❖ *Seek out Advocates for the Project:* Suggest local community groups could be brought in and their concerns explained more in depth to get their buy in/more active involvement, and if possible get one or more of the organizations involved and comfortable enough to get up and be an advocate for the LRT and route; Interest in developing an Advocacy committee for the West LRT to make sure that will get built.
- ❖ *Format for Meetings:* Need to ensure participants feel that participating is good use of their time; Past meetings assumed that no one had read documentation or attended meetings before; needs to be more interaction for those that have participated in the past; need to look at getting more feedback and create win-win situations; Consider ways to get a different group of people around the table - maybe engage students in discussion.
- ❖ *Meeting/Process Concerns:* Concerns noted regarding the number of consultation processes in three years and too much time taken in slide show presentations with limited time for discussion; recognize that some people enter the process late in the process, but why isn't there a parallel track to separate beginners and more advanced at meetings; Workshops/small groups worked very well; Session at 4 Points Hotel worked well with room divided into two areas and people put stickies on maps with questions/comments on specific items; Also issue in that meeting that resource people were defensive – suggest briefing, pep talk for resource people before session that they are there to hear from the public, not be defensive!
- ❖ *Visual simulation:* People in Strathearn concerned about route through community, safety, etc; need more education/awareness that it is probably safer than traffic, and also re: what it would be like; perhaps a virtual ride along the route re: what it would look like to help increase understanding; do a visual simulation on line – would help everyone.
- ❖ *Engage students;* Help them become familiar with the process and get their input; if kid comes home to talk about it, parents will get interested
- ❖ *SECLA Assistance with Process:* SECLA may be able to help with that process – have opportunity through their networks to share the info, help facilitate community consultation (e.g., host a meeting, bring in the planner, etc.); not do our job for us, but recognize the value and challenges





that will come through all of this; willing to be advocates and sometimes the challengers – whenever can be involved

- ❖ *TOD*: Suggest create a committee around station TOD; make mandate larger than what it looks like; rather how do we advocate for the station and what happens around the station;



## INTERVIEW RESULTS

### 1. Are you familiar with the proposed Southeast to West LRT route alignment and Concept Plan?

All interviewees except two noted they were familiar with the route, although two noted they were most familiar with the SE portion.

### 2. Were you involved in any of the earlier public consultation activities relative to the SE to W LRT Concept Planning Phase?

Three quarters of the interviewees indicated they had been involved in some aspect of the earlier consultation activities.

### 3. If yes: When were you involved? How were you involved?

Types of involvement included:

- Most attended public meetings, presentations and workplans.
- Two indicated they had attended meetings with the City transportation planners set up by their Community League.
- Two noted they had attended public hearings/appeared before Council on behalf of their Community League.
- One noted one-on-one meetings with influencers.
- Others noted keeping up with information on website, etc.
- One noted she went to a meeting after getting notice in her mail, the first she was aware of the project.
- One indicated he had attended all meetings in SE as well as many in the West.

### 4. What interests are you representing in this interview?

Interviewees represented the following interests (some represented more than one interest):

- Community League: 12
- School District: 2
- Resident along the route: 13
- Property owner along the route: 1
- Transit User: 8

### 5. Are you aware that the Southeast to West LRT project will use urban-style low-floor trains?

All respondents except one indicated they were aware that urban-style low-floor trains would be used.



## 6. Are you familiar with urban-style low-floor LRT?

All interviewees except one indicated they were familiar with the new urban-style low floor LRT. Three individuals noted they had used similar systems elsewhere (Europe and Australia), and found them to be very good.

Questions included:

- Very good in a tropical place, but curious to see how they manage in snow and ice.
- How accessible will vehicles be for users of canes (e.g., concern about height and ease of getting on and off)?

## 7. In the PIP Highlights document, we overviewed the scope and the issues that will be explored during the Preliminary Design phase. From your perspective, are there any additional issues or concerns that need to be considered?

Forty percent of interviewees indicated that they did not have any additional issues to be considered. Responses to this question have been grouped into themes, and are presented below sorted by General, SE Specific and West Specific.

### General

- *Speed of LRT*: Only have issue with a slow moving train. If the speed to travel from SE to West is not comparable to that by car, then people will take their car.
- *Roadway and Transit Network Changes*:
  - Interested about the details of the roadway changes. As communities, this will have impact on what happens in the communities.
  - Transit – what can they expect for any kind of transit, links into the LRT? Collectors - will they be different from existing transit routes? Any early thoughts will prepare people & let seed kind of grow.

### SE Specific

- *Route Alignment*:
  - *Route up Connors Hill*: Not happy with this route since it will impact the ski hill. Would prefer a route closer to the other end of Strathearn near Forest Heights where there is less grade.
  - *Route South of Argyll Road*: What specific route has been decided south of Argyll Road to connect to 75 St?
  - *Millwoods extension to south and east*: On the west side it is going to the west side of the City; why is it not going to the east or south side of the City? With all the development in Ellerslie, why doesn't it go south of 23 Ave? It goes by Wagner School, and a large portion of Wagner's draw is from south of Millwoods.
- *Access to EMS Station at Bonnie Doon Circle*: EMS service from the Bonnie Doon station will be impacted.



- **Lane Reduction & Rationale for Location of Track in Middle of 83 St:** The reduction of 83 St from 4 to 2 lanes with the LRT down middle is a problem if a bus breaks down and blocks the road. If train is on the side vs middle, it will allow traffic to enter/leave 83 St if there is a break down. Also, means that boulevard that separates the service road from the street will be removed.
  - Is there some logic that didn't come out in presentations why centre is preferred? Concern is the need for clarification of rationale for why locate track in the centre.
  - Concern by property owners who have do not have back alley access, thus meaning backing out of their driveway into a lane of traffic.
  
- **Loss of Feeder Bus Stops on 83 St:** The reduction to one lane on 83rd Street has the potential to restrict feeder bus service between stations. How do you pick up the passengers in between stations along 83 St? One lane each way will not allow bus service; need to address in between bus service.
  - What bus service will be planned to bring people to station and along the route?
  - If have to look at removing houses along 83 St, should be looked at now, but do it right first; or look at something elevated to keep lanes going in both directions
  
- **Station Locations and Connection to Other Bus Routes:**
  - **Stop at Top of Connors Hill:** There is no stop at the top of Connors Hill, but rather is embedded in Strathearn, a ten minute walk. Why not stop here for Folk Fest traffic, seniors, etc.? Understand will still have buses, but defeats purpose of LRT.
  - **Stop on 95 Ave in Strathearn:** City had talked about taking some of the green space south of 95 Ave. This is a concern if still planned.
  - **Station Location at 73 Ave & 83 St:** This location does not connect with bus routes on 76 Ave; If there is not an additional station between Bonnie Doon and 73 Ave, the you will have to walk 3 blocks or more from the station to get into Ritchie, King Edward Park, etc.
  - **Bus Stop at Argyll & 83 St (Bus #8):** Many college age residents catch the #8 at 83St and Argyll. When this disappears because of overpass, where will they catch the bus?
  - **Millwoods Town Centre:** Not clear how and when it was decided that the LRT would end at Millwoods Town Centre.
  
- **Access to Commercial Strip at Argyll:** There is no commercial area within the community north of Argyll, except the little strip mall at 83 St and Argyll. Vehicle access will be impacted by the elevated Argyll Road crossing.
  
- **Bridge over Argyll & Coronet Roads /Noise related to Elevated Train:** Concern that elevated train and uphill travel on Connors Hill will squeal and sound will broadcast further than if surrounded by buildings; Traffic Noise Policy 506 is for traffic, not trains (tests done at intersection by Foote Field showed levels 5x what claimed at bend).
  - Not enough has been done to prove neighbouring residences won't be adversely affected by noise.
  
- **Pedestrian Crossings on 83 St:**
  - Bicycle and pedestrian flow must be accommodated by taking a look at current crosswalk locations along 83 St. Plans only show about 3 places a pedestrian can cross. Without



- crossing points, no feeder bus service can exist and communities are divided in two. Concerns that traffic volumes on 83 St are higher during the day than on Jasper Ave.
- Changing access across the ravine between 83 St and 64 Ave is a concern. The multi-use connector between 83rd Street and 64th Avenue is critical to Argyll residents. It is used for northbound bus service and business access as well being a designated bike route. (For Avonmore residents, the sidewalk provides access to Mill Creek Ravine. City maintenance equipment such as riding mowers and snow plows also use the connector).
  - City said they would put in a crosswalk north of Argyll were pathway from multi-use path from Mill Creek Ravine crosses 83 St. Want guarantee in writing, not just verbal assurances.
- **TOD:**
    - **TOD at Bonnie Doon:** Personally support TOD & want increased density and access.
      - Would like City to work with Bonnie Doon mall re: building apartment towers on top of mall; don't make a bigger footprint in area; should be user friendly and combine a number of things.
      - Noted that many people on Community League Board are concerned about amount of densification that would happen; some have concerns that a stop near Connors Hill might result in higher density.
    - **TOD at 83 St & 73 Ave Station area:** Potential quite positive for some areas. Personally understand higher density in "central" areas. A few individuals may not be happy, but generally the Community League understands and supports this. Need better/more concrete information to understand what this means.
  - **Impacts on Existing Facilities:**
    - People interested in what effects will have on Edmonton Ski Hill, Muttart Conservatory, Gallagher Park open space, Community League space in Strathearn?
  - **Timelines**
    - Concern is delays; really want the service into the area in the SE; not so concerned with West; traffic on roads is horrendous and LRT will take some of that traffic off, expand accessibility to all areas of the city for seniors (senior residences close by), low income families, youth (e.g., youth in SE with jobs at WEM)
  - **Construction Impacts:**
    - Need more info about what the construction impacts will be; some worries during construction re: noise, disruption dust, stories of cracked walls, etc.
    - What happens to people directly along route, what assurances will they have re: access, repairs, etc.?

#### West Specific

- **Safety and Security:**
  - **Pedestrian safety / Enhanced walkability:** Stony Plain Road bisects Grovenor, separating some residents from school, church, and services. Note that the sidewalks along Stony Plain Road even now are not buffered from traffic with boulevards. This could become a more serious issue with road widening and traffic crowding.



- *Security at major stops:* Concerns about criminal activity at major stops (e.g., existing bus stops at WEM and Stony Plain Rd/158 St have well known problems). This is not just transit security, but also need for community police involvement.
- *Traffic Flow:*
  - *Integration of LRT lines with auto traffic:* Concerns about west end residents and access to downtown and suggestion for more grade separations. How will traffic get there with 4 lanes reduced to 2? How will LRT impact traffic at street crossings if they are at grade?
  - *Elevated:* elevated would have been better traffic flow.
  - *Traffic out of area:* Concerns regarding traffic getting out of communities along route, depends on timing of trains and where stations are located.
  - *Crossing 156 St:* Concerns noted about left turns and crossing 156 St for accessing school, etc.
- *TOD & Land Redevelopment & Community Involvement:*
  - *Meadowlark Station TOD:* This will have impact on community (not necessarily bad). There will be more people in the neighbourhood and it will cost more. There needs to be a way to move community along in understanding the benefits/impacts of TOD/higher density, and what do has to be defensible regarding impacts on seniors, land owners, etc.
  - Most people feel that if it isn't on their street, it won't impact them; need to find out what people want and get community ownership, integration (maybe have community notice board, etc). How do we make this a community asset as well as transit?

**8. Are you aware of any other issues or concerns that have arisen since the Concept Plan was approved that need to be considered?**

Half of the individuals interviewed indicated that they were unaware of any other issues or concerns that have arisen since the Concept Plan was approved. One individual noted that the opportunity for better transit service is appealing, but there is also some anxiety. It is generally a good change, but don't really know since haven't seen all details.

Responses to this question have been grouped into themes, and are presented below sorted by General, SE Specific and West Specific.

General:

- *Noise:* Noise is still a concern. It was discouraging to hear this being discounted by the fellow responsible for the concept plan during the public discussions. Recognize have to operate by policy, but it shouldn't be discounted.
  - *Sound barriers.* Not sure who qualifies. Would like to know more about noise attenuation.
- *Full Reporting of How Input Used/Not Used:* Concern that there is not full transparency about how input has been used, and as a result, end up with angry people. Suggestion: could colour code feedback (what accepted, what couldn't be used, etc.). When people review material and not see their input reflected, they get frustrated and conflict results. Can also use computer



data bases to tag what has been determined, meeting reports need to show number who came to meeting, colour showing what was still on the books, etc.

- *Better Public Information:* Need to make sure the general public is informed about this project. Not enough people know about it from the previous phase.
- *Parasitic Parking & Short Cutting through Neighbourhoods:* Concern about people parking in communities close to stations, as well as cutting through neighbourhoods to avoid the tracks.

#### SE Specific

- *Location of / Access to Planned Ice Rink near Bonnie Doon:* Concern re how LRT will link with it regarding access. Concern that people who play hockey do not take transit and that a lot of parking will also be required for the rink.
- *Loss of green space:*
  - The planned ice rink at Bonnie Doon will take up green space. Concern that the LRT shouldn't interfere more with green space.
  - Rumours that the green space between fences and the road along the east side of 66 St will be gone.
  - Concerns about loss of trees along 95 Ave and 85 St.
- *Traffic Flow:*
  - Millwoods alignment on 28 Ave: Concern that if LRT runs down middle of 28 Ave, it will really restrict vehicle access for the malls.
- *Access to Schools on 83 St:* Concern about pedestrian crossings and bus access to schools. Suggestion that there should be a pedestrian overpass for the school.
- *TOD at 83 St & 73 Ave:* Concern that some houses may be impacted, although community is generally separated from it by Mill Creek Ravine.
- *LRT Capacity:* Concern that there will not be any space left on trains that originate in Millwoods by the time they reach Bonnie Doon / Strathearn area.
- *Loss of on-street parking:* in Strathearn along 85 St.

#### West Specific

- *TOD Related Re-zoning:* Recently in Grovenor, DC2 Bylaw 15676 intensified two lots on 149 Street from 2 small houses to 14 condo units. The reason given was that the site is purportedly within a TOD circle. However, in reality an LRT station has merely been suggested, not planned, and certainly not funded. Therefore, this recently rezoned land could in fact lie outside a TOD circle, could be the actual station site, or could be necessary access to the station site for construction purposes. It is of deep concern that such rezoning is occurring before Council has approved the TOD Guidelines and policies and before the station locations have been determined. Possible results: haphazard intensification, increased land acquisition costs.



**9. Are you aware of any local or specific community, business or institutional initiatives that would need to be considered in more detail through the course of the study?**

The majority of those interviewed (60%) indicated they were not aware of any local or specific community, business or institutional initiatives that would need to be addressed in more detail.

Responses to this question have been grouped into themes, and are presented below sorted by SE Specific and West Specific.

SE Specific

- *School Involvement:*
  - Good opportunity to work with local schools, such as Vimy and Wagner that bring in a lot of students.
  - Would like to see stops that demonstrate how schools are integrated into the urban transportation system, and how that could be modeled for other schools (more like Europe). Part of the culture is to not use transit; but, if design looks at changing culture, anywhere there is a school is a good opportunity to influence use of transit. There is an opportunity to design the system so that it is user friendly.
  - EPSB is doing reviews of schools around the system and it would be good to be at the table to consider how schools and transit integrate.
  - Consider use of schools for public meetings and provide opportunities to engage students in the discussion regarding the design and use of transit to help in the culture shift.
  - Ask students what would make them use transit. Some ideas regarding what will attract youth to use the system include: wifi capabilities, look of stations, safety, convenient, student monthly bus pass is now valid 24 hours, but they need to be asked directly.
  - On the SE line there are no stops located close to catholic schools, but the Catholic School District needs to be included in the process.
  
- *Noise concerns by seniors in Tawa area by the hospital.*
  
- *Bonnie Doon Station location:* a personal view by one respondent is that the decision to cross 83 St by Bonnie Doon Mall twice should be reconsidered. Concerns relate to what the long term use of the Mall will be, and suggests keeping the track on one side and providing a pedestrian underpass might be more appropriate.
  
- *Strathearn Community Neighbourhood Renewal:* The Community League has been advised that they are now on the list for neighbourhood renewal in around 2016/17, which may be a similar timeframe to LRT construction. If this could coincide with LRT construction (dependent on funding), could funds be moved around to have the work done at the same time, being more efficient and minimize stress to the existing neighbourhoods?
  
- *TOD Information:*
  - One interviewee questioned how rezoning properties along the route to a higher density would affect property owners. Information needs to be provided clarifying that this relates to areas around stations and not the whole route.





- Some anxiety was noted relative to the possible TOD at 83 St and 73 Ave. The community currently is very residential with single family homes and no corner stores, etc. There is a need to consult with the community.
- **Station Names:** The Station at 83 St and 73 Ave should be called Avonmore Station, not just the street numbers.

West Specific

- **Rezoning:** One interviewee noted that their community league board “heard” that the city is trying to unilaterally re-zone the West Jasper Sherwood community to R4; the rumour is that the city is strong arming, but City says it is to increase density. Not too impressed with this initiative.

**10. A range of consultation and communication techniques and tools are proposed for the public involvement process. From your perspective, which of the following do you think will be the most effective in encouraging participation and keeping people informed?**

Responses to this question are presented below in order of the frequency that they were noted as yes or maybe. Some specific comments that were provided relative to the techniques are also provided.

Technique	Yes	Maybe	No
<p><b>Email updates / newsletters</b></p> <ul style="list-style-type: none"> <li>● Newsletters are helpful, but need to be distributed by paper copy if full community needs to know</li> <li>● Newsletter email regularly scheduled, not same info every time</li> <li>● Direct to participants</li> <li>● Yes, very much so; Strathearn older neighbourhood – lot of seniors</li> <li>● Very valuable, pretty good opportunity</li> <li>● Will work for most people</li> <li>● Not sure, effective to certain degree, inundated with email; get so many and who has time to read them all; pay attention to ones interested in; newsletters of interest will read, particularly if from City, need to limit number send out</li> <li>● Need to know news - people don't read it</li> <li>● Trying to cut back on how much time spend on computer; would need to be very short and sweet, status of next meeting, location, online input, etc., no long questionnaires</li> <li>● More prevalent, from management perspective; should have an email sign up list – look at info on line, sign up for notifications for email updates, twitter; also have unsubscribe at bottom – normally don't start looking for info until something goes wrong – little</li> <li>● Community newsletters, West end newsletter?</li> <li>● KEP – newsletter, every couple of months, 8 pages; last one was before Xmas, not sure of lead time required; Use same email to send info for newsletter</li> </ul>	<b>13</b>	<b>4</b>	



<p><b>Face to face meetings</b></p> <ul style="list-style-type: none"> <li>• Always the best</li> <li>• The best, but make better use of time</li> <li>• Face to face will be a useful way to involve people.</li> <li>• Yes, top; best way to get students involved, perhaps through social studies</li> <li>• Definitely good idea, should have more than one option for people to go to</li> <li>• When had meetings it was just the executive of CL; design team has meetings with CL members goes a long way to dampen concerns/outrage</li> <li>• Yes, need to be done in a way so that people will come out, timing and convenience wise; present at every community league along the route; Combine public meetings with community league meetings; more consultation with community leagues – would also help CLs in getting people to come to their meetings; would get opinions and input</li> <li>• Useful, sometimes painful</li> <li>• Often leave more frustrated, but people need place to comment; need process that isn't so repetitive – who here before, who needs preamble, split into small groups, not the whole history each time</li> <li>• Hard, especially if winter time and at night when it is dark, slippery and cold</li> <li>• Problem that none of these really work for those who never come out; most relate to the usual suspects</li> <li>• Not the best use of time</li> </ul>	<b>12</b>	<b>1</b>	<b>1</b>
<p><a href="http://www.edmonton.ca/LRTprojects">www.edmonton.ca/LRTprojects</a></p> <ul style="list-style-type: none"> <li>• At times is useful; have to keep going back every week to see what has changed; need to have someone regularly checking</li> <li>• Fine, anyone who gets familiar with that; key word searches are terrific, can find info; impressed by City website in general sense</li> <li>• Great</li> <li>• Might look there, not search there</li> <li>• Good for information posting</li> </ul>	<b>9</b>	<b>3</b>	<b>1</b>
<p><b>Billboards / signs</b></p> <ul style="list-style-type: none"> <li>• Portable signs if up in a timely manner do work; people who travel 83 St now don't know that it will be reduced to 1 lane each way; need to get information out to as many people as possible; positioning of signs is important</li> <li>• Lot of feedback about street side signs, locate near traffic areas helped people remember and attend; helped quite a bit; one on 83 and one on Argyll near 83 last year – best, as long as not too much information</li> <li>• Really good idea, visual as people go by</li> <li>• These work, depending on where placed; only work if have something to punch to them</li> <li>• Work better than think they will; depends on where located; ask Community Leagues to put on their signs; not just stick to the route - a City investment, so even if don't live on route it is important</li> <li>• Yes, pay attention those; again work with CLs to put on their signs; have volunteer who changes it for them; combine city/CL forces</li> <li>• Like roadside signs, billboards expensive so not best way to go</li> </ul>	<b>9</b>		



<p><b>Newspaper ads</b></p> <ul style="list-style-type: none"> <li>• Don't subscribe to a paper, but many seniors do and this is the only way to reach them if they don't drive</li> <li>• Still significant but shrinking population (over 60) who rely on papers (in some of targeted areas the Examiner is a good option); Sun &amp; Journal when can get it</li> <li>• Might work for informing about meetings</li> <li>• Yes, Journal bigger following in the area; SE Examiner is hit or miss proposition; Civic Affairs columnist will be interested in local input</li> <li>• More hit and miss, Examiner probably better but also has issues</li> <li>• Media stories, we are so inundated with so much information</li> <li>• Yes, read the paper; glance at Examiner</li> <li>• Expensive – use CL newsletters instead</li> <li>• No one really needs ads per se, by law may need to advertise; if can have in conjunction with a story or with a columnist is more mainstream</li> <li>• Ads and media stories, community league paper only goes out about 4 times a year so timing is a program</li> </ul>	<b>5</b>	<b>7</b>	<b>3</b>
<p><b>Direct mail updates / newsletters</b></p> <ul style="list-style-type: none"> <li>• Problem with distribution, depends on who going to; if whole Argyll area then it has to be paper copy; actively involved people can get electronic</li> <li>• Some trouble in past, only urgent things in the mail box – then do mail drop; cost factor; mail drop may work in getting business owners to better understand process and potential impact for them</li> <li>• Canada Post not aware of league boundaries, so don't cover whole area</li> <li>• Don't have not own newsletter, but provide input to SE Voice (SECLA)</li> <li>• Possible use of Millwoods newsletter – through Council, covers all 10 communities, free distribution once a month (beginning of month), need input almost a month in advance</li> <li>• Good idea, key people immediately affected, churches, schools immediately affected (share info through schools); CL direct mail update in the broad area, SECLA, Millwoods Presidents Council (will help share info)</li> <li>• Prefer this rather than electronic</li> <li>• Not always read – but including info in CL newsletters which are delivered would be good</li> <li>• Too costly to do blanket approach; but certain institutions may benefit from that (seniors centres, pocket in Strathearn that is really polarized both ways about it may benefit from mail out but not all areas)</li> <li>• Lot of older people in the community: internet doesn't cut it</li> <li>• Like the postcard idea although lots of people throw them out</li> <li>• Better to direct market, could do mass mailout of post card (Canada Post)</li> </ul>	<b>4</b>	<b>6</b>	
<p><b>Updates via social media (Facebook, Twitter)</b></p> <ul style="list-style-type: none"> <li>• Good, but not the key thing, rather have email than just a snapshot in a moment</li> <li>• Twitter (over states its value); don't think students are on twitter as much as we think they are; face book; very limited engagement in facebook accounts</li> <li>• Don't do any of that – email enough</li> </ul>	<b>4</b>	<b>1</b>	<b>5</b>



<ul style="list-style-type: none"> <li>• Not for him – but others may access</li> </ul>			
<p><b>Radio ads</b></p> <ul style="list-style-type: none"> <li>• Might work for informing about meetings</li> <li>• More hit and miss; limited time opportunities and too many stations</li> <li>• Stories, not ads, have to make it news worthy</li> <li>• Possibility, not sure of cost benefit; major meetings only</li> <li>• Expensive – would require many stations to get variety of people</li> <li>• CFCW has “free plug Friday” would work for her (1-800-424-1344)</li> <li>• News flashes</li> </ul>	<b>1</b>	<b>9</b>	<b>4</b>
<p><b>Web ads</b></p> <ul style="list-style-type: none"> <li>• Becoming more effective, depend on where you put them; Google offers a paste in on certain site; message more an awareness one than detailed; the larger Transforming Edm – transportation issue, link to website – teaser ads</li> <li>• All good mediums, but not sure of extent of value; community average age in the 40’s or low 50s; demographic would be electronic and paper; not a lot of stock in it</li> <li>• Hates these – would not work to get his attention</li> </ul>	<b>2</b>	<b>3</b>	<b>4</b>
<p><b>Other</b></p> <ul style="list-style-type: none"> <li>• Public announcements, pamphlets; Identify issue that impact people</li> <li>• Councilors should be encouraged to participate</li> <li>• Communication through EFCL – e-newsletter put out monthly (regularly)</li> <li>• Communication directly to Community Leagues</li> <li>• Community League newsletters – delivered to homes, but not everyone reads it</li> <li>• SECLA – SE Voice, community newsletter, 10 times a year, publisher -</li> <li>• School newsletters; Keeping schools informed</li> <li>• Put up displays in malls re: LRT (Bonnie Doon, Millwoods Town Centre); perhaps vacant store; Open House for a couple of days in mall</li> <li>• Identify issue that impacts people</li> <li>• Information Boards in community</li> <li>• Little posters to put in smaller businesses, seniors complexes, CLs, community bulletin boards (Safeway, Library, Capital Health Unit, CLs outdoor bill boards – some pin up )</li> <li>• Public Library – displays, wonderful meeting rooms; would like a display of what LRT looks like (3D model train, what it looks like</li> <li>• A door to door campaign to keep people informed might work. Like Census takers – keep calling until you reach the household</li> <li>• CRCs – SE notes</li> <li>• Need to work closely with Strathearn CL, very proactive, know project is coming up; want to show City this is the way of the future, previous discussions hoped to be able to influence design, pedestrian friendly, incorporate in community; CL is the voice – needs to be direct contact between Design Team and CL Executive</li> </ul>			



**11. Can you think of anyone else that we should interview at this time? If yes, please provide name, organization, contact telephone number or email address.**

Numerous individuals or groups were identified, either to be contacted now or as part of the process moving forward. Five of the individuals identified completed an interview.

The names provided will be added to the contact list.

**12. Do you have any other comments, ideas or suggestions regarding the proposed public involvement process that you would like to share?**

- *Consultation re: Noise Walls:* On page 2 active participation, CLs should be involved if some noise wall to be located in the community; CL should have right to have input; would like to see broader input – not a static thing; individual property owners may move
- *Low Floor and Winter Climate Questions:* People wonder how low floor urban will do in our climate; how does it get cleaned? Need to tell people ahead of time about snow removal. How will it be maintained, operate? How will it manage the grade up Connors Hill
- *Information Needs:*
  - How LRT will connect to existing transportation and transit networks
  - Understanding impacts to stakeholders – talk up front!
  - Who gets consulted with and reviewed with
  - City has been heralding Portland and Minneapolis – both have been disastrous with time travel increased by 20 minutes; 80% of cost of line being born by taxpayers
  - Need to be open and honest re: what the real costs are going; need to build trust
  - Don't need to be as rigid in terms of where can do what (e.g., only right turn lane at specific locations); need to be more open to suggestions; have to do things right at the beginning
  - Need to create win-wins for current transit users for not only Mill Woods, but also residents along the full route between stations
- *Opportunities for Consultation:*
  - It wasn't easily evident in Concept Phase that a Community League could have someone come in and talk to them.
  - More useful to have more community based meetings – Avonmore only CL that sponsored a forum, now in position to be asked to put everything on table, too much and can't address all issues from CL
  - Make opportunities as accessible and easy as possible
  - If want accurate responses from people who will use it, hang out in bus stops/stations and find out what people will use
  - Strange not dealing directly with City; preference to deal directly with the City; don't have a direct contact with the City; more able to communicate when have City person to deal with ; 3<sup>rd</sup> party had to make same arrangements – didn't understand the need to have an intervener to organize meetings



- **Seek out Advocates for the Project:**
  - Suggest local community groups could be brought in and their concerns explained more in depth to get their buy in/more active involvement, part of PI process, stand up in front of group and share what they have discussed with team; others see that some official community acceptance; If get one of the organizations involved and comfortable enough to get up and be an advocate for the LRT and route
  - Already CL meetings happening; City needs to tap into eyes and ears on ground (CRCs, dealing with CLs and Seniors organizations); who are the movers and shakers, who can City get the best dialogue from – may be willing to get people to be advocates
  - Don't waste city's time – let's get it built, get some buy in from local groups willing to say we need this, this may help
  - *Advocacy committee for West LRT*, might involve reps from WEM, Misericordia, Meadowlark, new development - people whose property/business will be impacted if West LRT doesn't go ahead; that group could meet with premier's office re: support for LRT vs just high speed rail, or federal politicians re: support for west LRT; City will tell you route is finalized, but politicians who will not say it is finalized; politicians in west are conflicted about the route; fear the longer the process goes on, the easier it is to back away from the commitment for LRT; politicians not totally committed; want to have some sort of community, institutional commitment to the route and having it developed - want to have positive advocates for it
  
- **Format for Meetings:**
  - Past meetings assumed that no one had read documentation or attended meetings before; needs to be more interaction for those that have participated in the past; need to look at getting more feedback and create win-win situations (not just for the train)
  - Wonder how to get different group of people around the table (ad, website - Do you love landscape? Do you love design?); maybe extend to students at U of A (Geography); engage students in discussion (e.g., mix of students, seniors, landscape planner); find ways to encourage people to coming to the table; might have credentials but may not live in area - may not be a problem, but some locals may be concerned - would have LA, architect from team talking to neighbours; specialists in areas
  - Want to know that time there is useful, not just a check on the box; make time valuable
  
- **Meeting/Process Concerns:** Argyll – 4<sup>th</sup> consultation process in 3 years, more flaws in the process
  - Started with LRT, also parks, school, velodrome – something wrong when the committee gets in front of Council, reports don't seem to reflect what public had said; seemed like not best use of time
  - Slide show presentations continued to take up most of time after 2 or 3 meetings, e.g., what vehicle looks like, high/low floor, etc; recognize that some people enter the process late in the process; why isn't there a parallel track, where response to input from previous meetings, vs those who are new to the process – perhaps divert people when they enter, where they may be better able to respond – beginner vs more advanced in a sense.
  - Some people come prepared, others don't – but offensive to those who have prepared; perhaps a 2 tiered system; if can identify people who have been involved from beginning vs new people, can split them and not force some people to hear things over and over again



- Workshops – small groups worked very well; LRT May 2010 meeting at Pioneer Cabin was sit down, good; paper, feedback, groups; once gone through that it is the open door to more focused discussion; not back to introductory presentations every time
- South session – 4 Points Hotel, in ballroom divided into 2 areas, maps on the table, put stickies on maps with questions/comments on specific items; someone collated them into a summary; could split group at that point
- Also issue in that meeting – people behind the tables representing different engineering aspects (sounds, station aesthetics); many their first exposure to the crowds; can't get all upset if person across the table doesn't understand/agree with them; offended person next to him was a sound expert – consultant dismissed input of expert, challenged calculations; Suggest – briefing, pep talk for resource people before session – there to hear from the public; not be defensive!
- *Visual simulation:*
  - People in Strathearn very dismayed about route through community re: safety for kids, etc; LRT probably safer than cars; need more education/awareness re: what it would be like
  - Would be nice to take a virtual ride along the route re: what it would look like to help increase understanding; do a visual simulation on line – would help everyone
  - If want accurate responses from people who will use it, hang out in bus stops/stations and find out what people will use
- *Engage students;*
  - Help them become familiar with the process
  - Would love to see way to try to get students - go to High School, project that can be submitted, if kid comes home to talk about it; people asked
- *SECLA Assistance with Process:* SECLA may be able to help with that process – have opportunity through their networks to share the info, help facilitate community consultation (e.g., host a meeting, bring in the planner, etc.); not do our job for us, but recognize the value and challenges that will come through all of this; willing to be advocates and sometimes the challengers – whenever can be involved
- *TOD:* Suggest create a committee around station TOD; make mandate larger than what it looks like; rather how do we advocate for the station and what happens around the station: Community Engagement Committee - plan/advocate for business opportunities, community planning, etc;

**13. Can you give us a sense of how much you use transit in a typical month? For example, how many one-way trips do you make using ETS?**

Most interviewees do not use ETS regularly, although many indicated that their children do. Four respondents each noted 0 trips, 1 to 8 trips, and 9 to 24 trips.

It was noted that from an institutional perspective, 17,000 EPSB students use ETS every month, at least 20 round trips each.



## APPENDIX 1: INTERVIEW OUTLINE QUESTIONS

1. Are you familiar with the proposed Southeast to West LRT route alignment and Concept Plan? Yes/No
2. Were you involved in any of the earlier public consultation activities relative to the SE to W LRT Concept Planning Phase? Yes/No
3. If yes: When were you involved? How were you involved? (As a member of a committee, attended public open houses?)
4. You are speaking with us today as a representative of \_\_\_\_\_. What additional interests might you be representing? For instance, are you resident along the route? Are you a business owner along the route? Are you a transit user?
5. Are you aware that the Southeast to West LRT project will use urban-style low-floor trains? Yes /No
6. Are you familiar with urban-style low-floor LRT? (you were sent a copy of the Vehicle Technology Review factsheet). We will be providing more information on urban-style LRT throughout the consultation phase.

The next few questions relate to the Public Involvement Process. We sent you the document showing “Transforming Edmonton” across the top, which outlines the proposed public involvement process.

7. In the PIP Highlights document, we overviewed the scope and the issues that will be explored during the Preliminary Design phase. From your perspective, are there any additional issues or concerns that need to be considered?
8. Are you aware of any other issues or concerns that have arisen since the Concept Plan was approved that need to be considered?
9. Are you aware of any local or specific community, business or institutional initiatives that would need to be considered in more detail through the course of the study?
10. A range of consultation and communication techniques and tools are proposed for the public involvement process. From your perspective, which of the following do you think will be the most effective in encouraging participation and keeping people informed?
  - Face to face meetings
  - Email updates / newsletters
  - Updates via social media (Facebook, Twitter)
  - Direct mail updates / newsletters
  - Billboards / signs
  - [www.edmonton.ca/LRTprojects](http://www.edmonton.ca/LRTprojects)
  - Newspaper ads
  - Radio ads
  - Web ads





- Other (please specify)
11. Can you think of anyone else that we should interview at this time? If yes, please provide name, organization, contact telephone number or email address.
  12. Do you have any other comments, ideas or suggestions regarding the proposed public involvement process that you would like to share?
  13. Can you give us a sense of how much you use transit in a typical month? For example, how many one-way trips do you make using ETS? For the purposes of this question, a one-way trip is considered travel to a single destination, including any required transfers to reach your destination. (Examples: HOME-SCHOOL-HOME = 2 one-way trips; SCHOOL-WORK-HOME = 3 one-way trips).
    - 0 trips per month
    - 1 to 8 trips per month
    - 9 to 24 trips per month
    - 25 to 49 trips per month
    - 50 or more trips per month
    - Don't know

Thank you for your time and input. If you are not already on the email list to receive project updates on the SE to W LRT and would like to be, please provide your email address.



**connectEd**  
TRANSIT PARTNERSHIP

**SE-W LRT Preliminary Design**

**Stage 1 – Pre-Consultation**

**Online Survey**

## COMPILED RESULTS



**Prepared by: Jan Bloomfield / Gale Simpson**  
Public Involvement Consultants  
DATE: February 3, 2012



## SE to West LRT Stage 1 Online Survey Results

### SUMMARY OF RESULTS

The purpose of the online survey was:

- To gather information to inform/refine the PIP and set the stage for the Public Involvement Process for the Preliminary Design.
- To inform participants about the upcoming Public Involvement Process, and the opportunities for input.
- To inform participants about the role of public involvement in the Preliminary Design stage, and identify any new issues that can be addressed through this process.

A total of 211 individuals responded to all or part of the pre-consultation online survey that was active from January 3 to 23, 2012. While this pre-consultation survey was not widely advertised, a link to the survey was posted on the City project website ([www.edmonton.ca/LRTprojects](http://www.edmonton.ca/LRTprojects)), and was also sent via email to the over 1000 individuals in the City of Edmonton's Mail Chimp database, as well as to specific stakeholders identified during the Concept Planning phase.

More than two-thirds of respondents (70%) indicated they were involved in some of the earlier public consultation activities for the SE to West LRT Concept Planning Phase. Of these, 170 (81%) indicated that they attended either Public Open Houses or other public consultation events.

Respondents represented a wide range of interests, with many respondents representing more than one interest. Three quarters of respondents are residents of the community, just over half are property owners in the community, and just under half are transit users. Approximately one third indicated that they shop at businesses in the community, almost one fifth volunteer in the community, and business owners, employees and students accounted for approximately 10% each of respondents.

Male respondents made up two thirds of the total, with three quarters between the ages of 25 and 64 years of age. The largest number of respondents was in the 45 to 54 year age group (22.4%), followed by the 25 to 34 year age group (19%). Seniors over 65 years of age accounted for 14.3% of responses.

The majority of respondents (194 or 92%) indicated that they are aware that the SE to West LRT project will use urban-style low –floor trains. The majority (183 or 88%) also indicated they are familiar with the new trains, with only 25 or 12% indicating they are not.

#### **Additional Issues and Concerns from the Concept Planning Phase**

Three quarters of survey respondents (158) identified additional issues and concerns not included in the PIP Highlights document that they felt should be considered in the Preliminary Design Phase. Of these, 62 respondents (39%) indicated were not aware of any other issues or concerns that have arisen since the Concept Plan was approved that need to be considered in the Preliminary Design phase.



Several of the remaining 96 respondents identified more than one issue or concern. Responses have been grouped into themes, and where appropriate, sorted by SE, West or Downtown specific. Highlights in order or frequency of comments include:

- ❖ *Impacts on traffic flow, street crossings, timing of lights and local access* concerns were noted most frequently. Specific concerns noted in the SE relate to the Bonnie Doon traffic circle (go under or above ground, vehicle access to Cloverdale via Cloverdale Hill, engineering work needed re: Connors Hill, parking and access issues in Strathearn, and the LRT crossing at 82 Ave. In the west, concerns were noted regarding access from driveways along 156 St and the width of sidewalks along Stony Plain Road.
- ❖ *Route alignment and stop locations* were the next most frequently identified concerns. In the SE, concerns include movement of the LRT across 83 St south of Bonnie Boon traffic circle and extension of the LRT further east in Millwoods. In the West, there is confusion regarding the Meadowlark station location and concerns about the choice of Stony Plain Road and 87 Ave. In the Downtown area, concerns are noted regarding the location of the single east station being too far west, impacts of tunneling through the Quarters and Riverdale, and impacts on the Chinese community along "Harbin Road".
- ❖ *Connections and integration with bus and other transit and transportation options, including parking at stations and pedestrian access* were noted by several respondents. In the SE, concerns include transfers and pedestrian movement in the Bonnie Doon area, access to public areas (e.g., Edmonton Ski Club), and ease of bus connections at Millwoods Centre. The status of the suggested sidewalk under the bridge at Stony Plain and Groat Road was noted.
- ❖ *Public Involvement Process and Timelines*, with several noting it looks like a good plan, keep people informed, contact those directly affected, make sure it goes to Millwoods, and just build it already.
- ❖ *Impacts of construction on adjacent residents, and on businesses* (loss of sales due to traffic disruptions and loss of parking) are of concern. Maintaining access to schools in the Bonnie Doon area and through Riverdale, and impact on businesses along Stony Plain Road were noted.
- ❖ *Safety and security* on trains and in stations, bicycle parking areas and in areas along the route.
- ❖ *Speed of travel / travel times*, including request for information on segment travel and from one terminal to the other and concerns about the impact of slow speeds on attracting new riders.
- ❖ *Noise and vibration*, including noise at crossing areas and vibration near sensitive areas, such as the Winspear.
- ❖ *Landscaping, aesthetics and maintaining mature trees*, including how will existing landscaping be preserved or replaced, themed and landscaped right of way segments, bridge and pathway design.
- ❖ *Impact on property values and building structures*, including concerns about decreased property value, impacts on structural stability and building foundations and who will compensate homeowners for damages caused by the LRT system. The need for consultation with property owners in areas such as Riverdale and Cameron Avenue was noted.
- ❖ *Stations, TOD and station area plans*, including a desire to be consulted on usability of stations and on TOD plans, and suggestion for rezoning for easy TOD development.



- ❖ *Design of the LRT and bridge aesthetics*, with concerns about it being done right and underground through residential communities, not sold on low floor design.
- ❖ *Cost*, including how do we pay for this and whether the cost of going to Lewis Estates is justified.
- ❖ *Environmental impacts*, including concerns in the SE regarding environmental impacts of tunneling and a bridge in Louise McKinney Park, and riverbank stability concerns, and what is being done to minimize disruption to communities if there are unpredicted delays as a result.
- ❖ *Weather issues* regarding Edmonton's severe weather and its effect on ridership.

### Issues or Concerns Arising Since Approval of the Concept Plan (Question 8)

Almost two thirds (134) of respondents responded to this question regarding any issues or concerns that have arisen since the SE to West Concept Plan was approved. Of these, 58 or 43% indicated they were not aware of any additional issues or concerns. Several of the remaining 77 respondents identified more than one concern, and many of these are similar to those identified in the previous question. Responses are again sorted by theme, and by area where noted.

Highlights in order of frequency of comments include:

- ❖ *Route alignment, stop and station location, parking and traffic flow* were noted most frequently, and included stations too close together impacting time of travel, distance for seniors to walk to station, traffic control systems inadequate, impact on river valley crossing and at grade crossings along the route. In the SE, concerns noted include: traffic flow through Strathearn, along 85 St, around Bonnie Doon traffic circle, and at 83 St and 82 Ave; free flow traffic on 75 Street; elevated or underground crossings on 75 St; whether Muttart Station will be elevated or at grade; traffic control lights onto 98 Ave in Cloverdale, consideration of opening 85 St south from 82 Ave, and extension of the line further east or south where new passengers will originate. Issues in the West relate to Stony Plain Road traffic flows, parking and revitalization; what is the final alignment in the area of 156 St and 87 Ave and when and how was this determined; impacts on parking and access to Meadowlark Mall; and impacts on MRI magnets at medical facility at Meadowlark. In the Downtown area, concerns were noted regarding the 102 Ave route and tunneling.
- ❖ *Impacts on Traffic, Proposed Development or Expansion / Access* were noted, including control of transit users parking in communities near the LRT stations, and access to properties adjacent to the LRT. Access to the new arena facility at Bonnie Doon was identified in the SE, and impacts of the late change in the Meadowlark area alignment on local businesses was noted in the west. Developments noted in the downtown area include new towers to be constructed at 95 St and Jasper Ave with deep parkades on either side of the proposed tunnel, the new Provincial Museum, Convention Centre expansion, increase in traffic from the planned downtown arena, and traffic impacts of the proposed narrowing Jasper Ave to a single lane each way.
- ❖ *Communication and Public Involvement*, including concerns about poor communication with communities to date, prior to plans being taken to City Council and since then, only for information. Concern was also noted that public meetings are only window dressing and have no impact on decisions. Consulting with the architectural community to develop proper urban



design was also noted. It was also noted that Edmonton should call these “streetcars” as other cities do and should stick to one type of LRT.

- ❖ *Noise*, including not only noise when running (on hill, around corners) but also during construction, impacts on quiet neighbourhoods like Strathearn, need for noise attenuation and sound barriers along the route.
- ❖ *Integration with other transit routes and widening of roads*, including improving bus service in less well serviced areas by having bus routes connect at LRT stations, lane restrictions for vehicular and bicycle travel, need to widen roads.
- ❖ *Safety and Security*, including community safety and preventing transients from downtown using the LRT to access areas along the route, safe crossings of 75 Street. The need to provide data to counter concerns about pedestrian deaths was also noted.
- ❖ *Timelines*, including the need to accomplish this as soon as possible, and questions regarding the priorities for the SE leg prior to the West leg, and a suggestion to complete the NW LRT prior to proceeding with the SE to West route.
- ❖ *Impacts on Property*, including questions regarding property acquisition and what happens if there is damage to homes along the route. Also, concerns about impacts on houses that will now be directly exposed to the LRT as a result of other houses being purchased and torn down.
- ❖ *Landscaping*, particularly maintain mature trees along the route of the LRT and concerns that it not look like a prison yard as in the south route.
- ❖ *Cost / Funding*, including whether the cost of going to Lewis Estates is justified, overpayment for expropriated properties and concerns about transit prices being prohibitive compared to a car ride and parking costs, especially if several in a car.
- ❖ *TOD and Infill*, including questions about how the City and individual communities can guarantee infill and revitalization along the corridor, as well as a suggestion for a TOD at Argyll and 83 Street, perhaps with a future stop on the elevated crossing at this location.
- ❖ *Other concerns* related to whether or not rezoning applications regarding land development decisions have in fact been finalized.

### **Specific Local, Community, Business or Institutional Initiatives to be Considered (Question 9)**

Just over half of respondents (112 or 53%) replied to this question, with half of these indicating they were not aware of any initiatives to be considered. Again, many comments are similar to those identified in the previous questions. The themes are presented below in order of frequency of response.

- ❖ *Route Alignment / Stop Location / Access / Parking*, including concerns about people from outside the area parking in communities near stations, traffic flow through adjoining neighbourhoods, and suggestions to put stops closet to the hospitals. Access to the new arena facility in Bonnie Doon, schools, the Ski Club, Muttart, Riverdale, and seniors’ complexes in the SE were noted. Additional park and rides were suggested, and concerns about loss of service roads along 83 Street as well as impacts on businesses in the Argyll Road and Roper Road areas were noted. In the West, concerns include the location of the LRT stop on Stony Plain near 127

Street means seniors will have a further walk than at present; Stony Plain route and revitalization; Meadowlark station location; access to hospital, schools and malls; vehicle access entering 154 Street and 99 Avenue area from the west; and increased maintenance of alleys. In the downtown, concerns relate to the 102 Avenue and Chinatown community, and support for the diagonal station at 107 Street, as well as the need to consider the Winspear expansion, Jasper Ave revitalization, new arena, and engage the local community league in a formal process.

- ❖ *TOD / Community Revitalization*, including concerns that efforts to rejuvenate established communities are not sacrificed for the sake of new suburbs, that community consultation and work on LRT and TOD projects are timed together, and that all concerns are considered in developing plans. TODs identified in the SE include Cloverdale and the TOD at 73 Avenue and 83 Street were identified, and in the West, Stony Plain Road revitalization and the potential for a TOD in the area of the former Molson Brewery. Concerns regarding bridge aesthetics were also noted in the Cloverdale area.
- ❖ *Safety / Security*, including school crossings, increased policing. In the SE, security at the Muttart stop, and safety of crossings near schools and for seniors at the top of Connors Hill.
- ❖ *Construction Impacts*, including provision of detail regarding construction schedule, impacts on the businesses on 75 Street when the LRT goes underground, and loss of retail business along 102 Avenue in Downtown. There is also a suggestion to offer lower fares for residents immediately affected by LRT expansion.
- ❖ *Budget / Cost*, regarding whether the cost of going to Lewis Estates is justified, will fares bring in adequate revenues, and is this the time to do this with the arena pending?
- ❖ *Integration with other transit / Bike and Pedestrian Connectivity*, including pedestrian connectivity, encouraging bike shops at some stations, bike parking, and building a link from the Mill Creek trail system for bicycle travelers.
- ❖ *Noise attenuation*, specifically in Cloverdale.

### **Consultation and Communication Techniques**

The preferred techniques in order of frequency of response include: E-mail updates and electronic newsletters (87%); Face to face meetings (60%); [www.edmonton.ca/LRTprojects](http://www.edmonton.ca/LRTprojects) (58%); Direct mail updates / newsletters (32%); Newspaper ads (20%); Billboards / Signs (19%); Updates via social media (15%); Radio ads (12%); Web ads (8%).

### **Other Comments, Ideas or Suggestions**

Less than half of survey respondents (93 or 44%) provided a response to this question. Of these, one third (31) indicated they did not have any other comments or suggestions. An additional one fifth of responses were very positive, encouraging construction of the LRT to proceed as quickly as possible.



Again, many comments are repetitive from previous questions and have been sorted by themes. The themes are presented below in order of frequency of response.

- ❖ *Route alignment / Stops / Parking / Access*, including the need for signal priority for the LRT, parking for LRT users, impact on vehicle crossings, and lack of empathy regarding individual business access concerns. In the SE, 83 Street south of 82 Avenue needs to be wider, the stop moved to 76 Avenue, and a more direct route using 86 Street should be considered. In the west, concerns relate to parking at Lewis Farms, trade the elevated station at the Misericordia with the grade over 178 St, and reconsider the original 87 Ave route.
- ❖ *Public Involvement Process / Decisions already made*, including some positive comments on the public involvement process, as well as some concerns that there is no opportunity for consultation on most of the significant and outstanding issues. Concerns that the decisions are already made and that public input is being ignored. Improved communication and follow up, particularly with communities that will be affected is needed.
- ❖ *Cost / Value Management*, including concerns regarding the cost of going to Lewis Estates, the lack of cost/benefit analysis and formal value management sessions on the project, and the note that saving money by not purchasing properties now will only lead to future problems and expense. A suggestion was also made to consider using buses along the corridor rather than LRT.
- ❖ *TOD / Stations as Community Hubs*, including the recommendation to design stations as community hubs, as well as concerns about excessive attention to TOD and whether it will reduce migration out of established neighbourhoods. A suggestion was also made to name the stations to give stations more character.
- ❖ *Construction Impacts/ Financial Aid to Impacted Property Owners/Businesses*, including the need to consider impacts on businesses and develop a financial plan to assist them during peak construction time, as well as purchase properties and pay moving costs sooner rather than later.
- ❖ *Integration with other transit, pedestrians*, including capitalizing on the opportunity to significantly improve cycling facilities along the route, walking access, and having shorter more frequent bus routes to increase access to less well serviced areas.
- ❖ *Property Values*, including concerns about decreased value of property a few blocks from the LRT, and a recommendation to make the LRT more attractive.
- ❖ *Noise*, including putting more of the LRT underground.
- ❖ *Wildlife Impacts*, including concerns about impact on the wildlife corridor from the river valley to Mill Creek Ravine.





## DETAILED SURVEY RESULTS

A total of 211 individuals responded to all or part of the pre-consultation online survey that was active from January 3 to 23, 2012. While this pre-consultation survey was not widely advertised, a link to the survey was posted on the City project website ([www.edmonton.ca/LRTprojects](http://www.edmonton.ca/LRTprojects)), and was also sent via email to the over 1000 individuals in the City of Edmonton’s Mail Chimp database, as well as to specific stakeholders identified during the Concept Planning phase.

More than two-thirds of respondents (70%) indicated they had been involved in some of the earlier public consultation activities relative to the SE to West LRT Concept Planning Phase. Of these, 170 (81%) indicated that they had attended public Open Houses or other public consultation events relative to the Southeast to West LRT Concept Planning Phase.

Respondents represented a wide range of interests, with many respondents representing more than one interest. Three quarters of respondents were residents of the community, just over half were property owners in the community, and just under half were transit users. Approximately one third indicated that they shop at businesses in the community, almost one fifth volunteer in the community, and business owners, employees and students accounted for approximately 10% each of respondents.

What interests are you representing when completing this survey? (Please check all that apply)		
Interests	Response Percent	Response Count
Resident of the community	74.5%	159
Property owner in the community	54.7%	116
Transit user	48.1%	102
Shopper at businesses in the community	36.3%	77
Volunteer in the community	18.9%	40
Business owner in the community	10.8%	23
Employee of an organization located in the community	9.0%	19
Student	8.0%	17
Service provider in the community (Not-for-profit)	3.8%	8
Prefer not to answer	1.4%	3
Other - included pedestrian, car driver, using roads affected by LRT expansion, City of Edmonton employee, next generation of Edmontonians, mass transit enthusiast, taxpayer, parent of dependent adult who depend on reliable and affordable public transit, frequent visitor, citizen who wants LRT that goes everywhere, potential property owner, senior, aged but able	15.6%	33

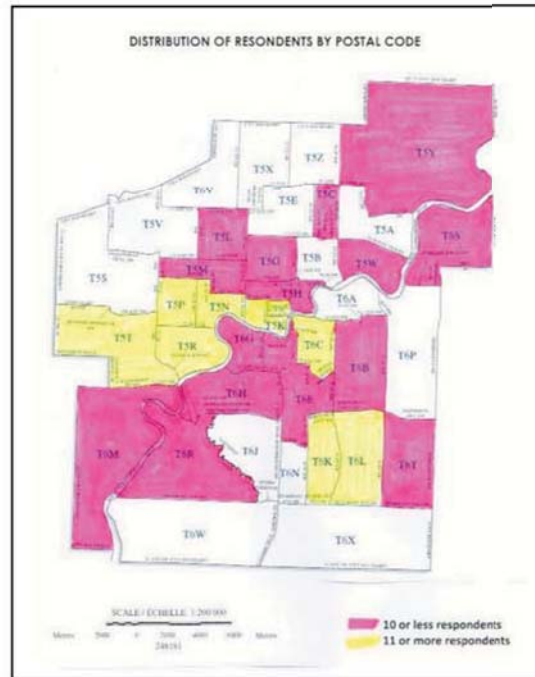
The majority of respondents (194 or 92%) indicated that they were aware that the SE to West LRT project will use urban-style low –floor trains.

Respondents were then asked if they were familiar with the new urban style low floor LRT. The majority (183 or 88%) indicated they were familiar with it, with only 25 or 12% indicating they were not.

**Postal Code of respondents:**

Respondents were asked to provide their postal codes. Several respondents provided more than one postal code to reflect residence, business, where shop, etc. The distribution of respondents by postal code is provided in the following map and table.

Postal Code	Number of Responses	Postal Code	Number of Responses
T5C	1	T6B	1
T5G	2	T6C	62
T5H	7	T6E	5
T5J	16	T6G	2
T5K	11	T6H	8
T5L	3	T6J	2
T5M	3	T6K	11
T5N	22	T6L	13
T5P	12	T6M	2
T5R	14	T6R	3
T5T	12	T6S	1
T5Y	1	T6T	5
T5W	1	T7X	1
		T8E	1



The next three questions related to what, if any, issue or concerns should be considered during the Preliminary Design phase. There is some overlap in the responses to the three questions, but the responses are presented separately.

**Additional Issues and Concerns from the Concept Planning Phase (Question 7)**

The survey asked the question: In the Southeast to West LRT Preliminary Design PIP Highlights document, we overview the scope and the issues that will be explored during the Preliminary Design phase. From your perspective, are there any additional issues or concerns that need to be addressed?

A total of 158 survey respondents replied to this question. Of these, 62 or 39% indicated they did not have any outstanding issues from the Concept Phase. Several of the 96 respondents identified more than 1 issue or concern. The following themes were identified in the responses. Individual responses are listed by category, sorted by general, SE Specific, and West Specific. The number of responses for each theme is provided in brackets.

**Impacts on Street crossings/traffic flow/local access / timing of lights (20)**

- Traffic flow. The timing at the traffic lights is a large concern. The existing LRT can cause someone driving on the wrong road to have to wait up to 10 minutes for the light to actually change. If more street-level LRTs are going in, please be sure to address this issue.
- Realistic consideration of traffic flows

- Street crossings/traffic impacts,
- Considering the issues of getting through current intersections with above ground LRT what will be done to reduce this issue with future LRT projects
- The fact that the consultation document does not even mention interference with other traffic and pedestrian uses of the corridor is unacceptable
- Free Flow traffic
- Access to local avenues for autos traveling on LRT route
- Access to residence
- City Liability for changes to access and egress
- Timing of lights and vehicular waits such as 112 Street by the Cross Cancer.

#### SE Specific

- Will vehicle access to Cloverdale via Cloverdale hill road be maintained/ adjusted or closed?
- 95th Ave. corridor particularly access from north Strathearn and parking in the area
- Loss of parking along 95 Ave, issues pertaining to crossing 95 Ave, Traffic management at Bonnie Doon,
- Bonnie Doon Traffic Circle! The LRT should go underground there or the intersection will end up like the nightmare at 51Avenue and 111Street. There are also some traffic changes proposed that are detrimental to the community. Sufficient engineering has not been done on Connors Hill. One of the engineers told me not to worry as in the worst case scenario piles would be driven. If that happens the city will have to cope with law suits and injunction applications
- Bonnie Doon traffic circle ( go overhead)
- One of my concerns is how the traffic circle near Bonnie Doon Mall will be transformed. I didn't really like the proposed redesign of that circle, and I had hoped there would be a way to keep the circle intact.
- My primary concern is the LRT Crossing at 82 Avenue, This is the only major east-west corridor in this part of the city, and I fear that at-grade LRT crossings here will adversely impact traffic flow patterns

#### West Specific

- width of sidewalks along Stony Plain Road; also safety to pedestrians
- access from driveways to road along 156 St

#### Downtown Specific

- Building structure / parking issue for south side of 102 Ave from 105 to 106 Street

#### **Route alignment / Wrong route / stop locations (19)**

- Alignment and station locations.
- You have indicated that the SE to W LRT corridor location and track alignment are for information sharing purposes only. And that Consultation/Active Participation are no longer an option for these topics, despite the fact that you have several communities who feel that this process was poorly communicated from the beginning. You need to allow more time for Consultation/Active Participation of the SE to W LRT corridor location and track alignment.
- No additional issues, just concerns for stop locations.
- Stations will be too close together.



- Wrong route. Volume too low
- Why is this going into residential communities?
- I think the original reasons for choosing the route need to be maintained, the route reconsidered.
- It looks good overall - Community residents and transit users should have a say in where the stops will be located.

#### SE Specific

- Yes, the LRT should go further east than Millwoods such as to the bus station near Tamarack.
- the movement of the line from east side of current Bonnie Doon traffic circle to west side of Bonnie Doon Mall and then from west side Bonnie Doon Mall to moving east (slightly) down 83rd street.
- I still think that there will be problems with the plans for the traffic circle at 83 Street; the lack of right hand turn access for northbound traffic off 83 Street onto 90th Avenue; the decision made to not purchase properties along 83 Street from Whyte Avenue to 76 Avenue; and the location of the only stop between Whyte Avenue and Argyll Road. These decisions will not serve the best interests of Edmontonians in the long run.
- I believe that the potential route of the Southeast LRT could be modified in a way that could increase its potential ridership and efficiency.

#### West Specific

- Clear up confusion on the leg of Meadowlark Road where's the station and is it for sure on Meadowlark and not 156.
- I am still concerned about constriction of traffic along Stony Plain Road.
- Stony Plain Road is an extremely poor choice for route.
- I have concerns with 87th Avenue, however the base of the project is good.
- Route through the west end.
- How the lrt going to cross 170 st (cut and cover, ground level or elevated?)

#### Downtown Specific

- With regard to the Consultation category, which seems to focus on “aesthetics”, particularly of stations, no LRT station is planned for Riverdale, and under the planned alignment the LRT will pass through Riverdale in a tunnel. The following issues that *are* of most concern to Riverdale are not included in those currently itemized in the Consultation category, and should be:
- 1. The LRT route presented in the Riverdale portion of the SE LRT corridor and the Downtown Connector Concept Plan which will be before City Council on January 18, 2012 was selected because of a desire to *serve* the eastern edge of the downtown, including the future “Quarters”: *The Central Area Circulation element assisted the SE LRT planning process in terms of the corridors under consideration. Realizing that the long term network plan supports a system covering the eastern and western edges of the downtown, the corridors with western gateways into the downtown were removed from consideration in the SE LRT study. These corridors with western gateways are less supportive of the Central Area Circulation plan, because LRT would not serve the eastern edge of the downtown. The western edge of the downtown is served with the existing system and the central circulation plan identifies additional service in the long term. Without an eastern entrance into the downtown, the central area circulation plan is incomplete.*



*The SE LRT corridor entering the eastern edge of the downtown helps to complete the central area circulation system. (From: Report: Southeast Light Rail Transit Downtown to Mill Woods, prepared for the City of Edmonton by CH2MHILL, October, 2009). However, **this route would not serve the eastern downtown communities (Boyle Street including the Quarters and Riverdale), and in fact would do them serious damage.***

Engineering constraints associated with this corridor would result in the following significant problems, all of which would require consultation:

- A single east downtown station located too far west to significantly improve LRT access for the Quarters or other parts of east downtown (Boyle Street and Riverdale) compared to that currently provided by the Churchill station (see Figure 9, below). Needed improvement to public transportation in east downtown, especially as the Quarters develops, will be an ongoing issue;
- A major portion of the east downtown line being forced underground into a tunnel. A neighbourhood-friendly, above-grade urban-style LRT through Riverdale and the Quarters cannot be achieved with this Plan. We fully expect the construction of this tunnel and its portals to be seriously disruptive to the communities involved, and their maintenance and continued existence to frustrate rather than enhance community life;
- Devastating effects on one of Edmonton's most culturally important and sensitive areas. If Council approves the route along "Harbin Road" on January 18, the need to consult and negotiate with Edmonton's Chinese community will not end it will escalate.

#### **Connections/integration with other transit/transportation options/pedestrian access/parking (10)**

- I would like to see a high level of integration of bicycles. This means covered bike racks at all stations, cycle paths running along the LRT routes, and LRT vehicles capable of carrying bicycles during peak hours (there are cities that offer this by way of special hooks to allow hanging bicycles)
- WALKERS
- Keep pedestrian issues a priority, study excess traffic on other parallel roads
- Forget about concept of keeping automobile access at current levels
- Bus connections to less well serviced areas.
- Parking availability at stations.

#### SE Specific

- Transit traffic and pedestrian movement and transfers in the Bonnie Doon area. Will that intersection be able to properly handle the increased movement of people when trains are completed?
- Access to Public Areas (e.g., Edmonton Ski Club),
- Thought to ease of connecting to bus at Millwoods Center.
- Pedestrian and bicycle access between Riverdale, Cloverdale and downtown along the river valley will likely be an issue regardless of the river valley crossing ultimately implemented.
- Post-construction, how will pedestrian/cyclist access be accommodated?



### West Specific

- The pedestrian crossing on Stony Plain Rd at Groat ravine. I suggested adding a sidewalk going under the bridge at the east end.

### **Public Involvement Process/Timelines (8)**

- Looks like a good consultation process
- It's a good plan.
- Looks good.
- Just build it already
- Citizen input into timing and priority (eg... I think it should be expedited as a high priority compared to other city spending)
- Just keeping public/local interest groups informed
- You need to contact people directly affected (house interest) not expect them to find out on their own as to what is happening
- Making sure the LRT goes to Mill Woods Town Center, and not just to The Whitemud.

### **Construction impact on businesses/parking / adjacent residences/traffic disruption (7)**

- Construction impact on adjacent residences
- Impact to adjacent and near property owners;
- How businesses will be protected from damage/loss of sales
- Can't recall if the doc mentioned anything about traffic disruptions during the construction phase.

### SE Specific

- Traffic management at Bonnie Doon, Access to schools during construction phase.
- Whether, and if so, to what extent access will be interrupted during construction is an issue that needs to be consulted, Riverdale being of the position that a way can and must be found to accommodate pedestrian/cyclist access through the construction area during construction.

### West Specific

- How will construction affect the businesses in the area? With the revitalization of Stony Plain road widening the sidewalks where do you intend to run the tracks and how will you provide for parking for customers in the area?

### **Safety / Security – on LRT, along LRT, bike parking, pedestrian (6)**

- Also safety to pedestrians
- Safety (2)
- Security
- Improve security for bicycle parking
- Impact on crime rate (thefts, B&E) in neighbourhoods along LRT lines, particularly those located by stops. Security at transit stations and on LRT and busses.

### **Speed of travel / travel times (5)**

- My concern is these trains will be too slow to attract new transit users



- The speed as it is all above ground
- The City needs to reconsider the wisdom of proceeding with a slow, urban street car concept that will not maximize ridership
- I have not seen any information on the time to travel from one terminal to the other.
- How LRT will operate - i.e. speeds for each segment

#### **Noise / vibration concerns (5)**

- Vibration near sensitive areas (Winspear)
- Traffic noise
- Noise (2)
- The plans do not include sound barriers along the route. This is poor planning to me. It is not the noise of the trains, which are supposed to be "quieter" but the noise of the crossing areas that concerns me.

#### **Landscaping, Aesthetics and Maintain mature trees (5)**

- Maintaining mature trees in neighbourhoods.
- How will the existing landscaping be preserved/replaced?
- Landscape of the line itself - would like to see themed segments to the area (i.e. using grass in the rail ROW for community areas, concrete designs in urban areas, woods for historical neighborhoods perhaps, etc...)

#### SE Specific

- Right-of-way space along 75 street and Connors Hill
- There needs to be consultation on such issues as bridge and pathway design in terms of uses (as well as of aesthetics and environmental impact).

#### **Impact on property values / Property Damage (5)**

- property values
- decrease in property values close to/on route
- The values of the homes and the infrastructure of the existing homes ie foundations, these homes and neighbourhoods were not designed for this. Who will be compensating homeowner's for destruction caused by the City of Edmonton Transit system?

#### SE Specific

- The currently planned north-riverbank connection will threaten the structural stability of properties that are significant to Riverdale, including the Cameron Avenue Housing Co-op and several historic residences. The need for consultation with the residents and owners of these properties need to be reflected in the PIP.

#### West Specific

- Consideration or Care on how the LRT will lower the values of homes on 156 street.

#### **TOD / Station Design (5)**

- Rezoning for TOD development to follow easily,
- Urban design initiatives, rezoning,



- Consulting on usability of the station designs; TOD and station area plans
- Signage and Maps (design) – Clear signs and correctly orientated maps are very important for the quality and ease of use of the system

#### West Specific

- I am not happy with the 3 TOD areas in my community (West Jasper)

#### **Design (3)**

- Still not sold on at-grade, low floor LRT.
- LRT is a great project if it is done right, below ground through residential communities, ground/above ground in industrial or open spaces areas. a little common sense would be appreciated.
- Bridge Aesthetics (Utilitarian versus Signature Bridge)

#### **Cost (2)**

- Expense, how do we pay for this?
- Whether the cost of going to Lewis Estates is justified.

#### **Environmental (2)**

##### SE Specific

- The north-riverbank connection, paralleling a footbridge and tunneling into Louise McKinney Park, would have serious impacts on the adjacent environment, requiring Federal and Provincial studies that we understand would necessitate consultation at a number of levels. This should be reflected in the PIP.
- Riverbank stability concerns associated with the currently planned north riverbank access are still unresolved. *That Administration provide a report to Transportation and Public Works Committee once geotechnical assessments are done for the tunnel beneath Cameron Avenue Co-housing Co-operative Ltd., and the route along Connors Hill Road. (Transportation and Public Works Committee Motion, Dec. 8, 2010);* Geotechnical assessments will not be completed for several years. Until they are, the risk of a “fatal flaw”, i.e. study results indicating too much instability, remains outstanding. This should be reflected in the PIP timelines.  
Even if the currently planned corridor is found to be technically possible, based on past experience with the Convention Centre construction, and, more recently, the West Edmonton Sanitary Sewer Stage W12 (tunnel under the North Saskatchewan River in the vicinity of Dawson Park - two years over the projected completion time due to unforeseen problems with coal mines), unpredicted difficulties and resultant delays – not to mention cost overruns - can be expected. Disruptions to the affected communities during a protracted construction phase must be minimized, and the need for consultation on this issue should be reflected in the PIP.

#### **Weather issues re: low floor, impact on ridership (1)**

- Edmonton severe weather and its effect on ridership





## Issues or Concerns Arising Since Approval of the Concept Plan (Question 8)

Are you aware of any other issues or concerns that have arisen since the Concept Plan was approved that need to be considered?

A total of 134 or 64% of respondents replied to this question. Of these, 57 or 43% of those who responded indicated they were not aware of any additional issues or concerns that had arisen since the Concept Plan was approved. Many comments are similar to those identified in the previous question. The following themes were identified in the responses. Individual responses are listed by category, sorted by general, SE Specific, West Specific and Downtown Specific. The number of responses for each theme is provided in brackets.

### **Route alignment / choice / stop & station location / traffic flow / parking / at grade crossings (40)**

- Stations will be too close together. I feel it will take too long to travel from the edge of the city to downtown. The frequency of stops should be similar to our current LRT line.
- Distance for seniors to walk to the station
- The traffic control systems used on 111 Street are totally inadequate and have greatly reduced our ability to move around in our community. Please plan more carefully how to avoid silly unnecessary delays.
- I am still somewhat concerned with the impact in the river valley given the required grade separation through the valley.
- Some west Edmonton communities still oppose specific configurations of the line within the corridor. Also, South LRT shows that at-grade crossings place a hard limit on the growth of line capacity and frustrate drivers, weakening support for LRT; long term needs of the City might warrant the extra money spent for fewer at-grade crossings. What's another hundred million or two when the project needs 3 billion. Let's do it right.
- No issues to my knowledge, but to reinforce issues mentioned by community:

### SE Specific

- Will Cloverdale- Muttart station be elevated or at grade?
- Traffic control lights onto 98 th ave if Cloverdale Hill is restricted in access.
- The removal of current bus stops at the top of Connors Hill, and the placement of the stop further along 95 Avenue, the rerouting of traffic through neighbourhoods
- Traffic flow and patterns in the Strathearn area are not well understood in the design process.
- Why is this going into residential communities? Strathearn is a quiet neighbourhood that will be wrecked by the screech of metal on metal 20 hours a day. It also dissects the neighbourhoods, and will cause massive traffic jams.
- Have heard concerns about vehicular traffic around Bonnie Doon
- My concerns center around traffic interaction at major intersections, Especially at 82 Avenue, but also at the Bonnie Doon traffic Circle and the loss of North South traffic lanes on 83 Street between 76 Avenue and Argyll
- See above - Bonnie Doon Traffic Circle! The LRT should go underground there or the intersection will end up like the nightmare at 51Avenue and 111Street. There are also some traffic changes proposed that are detrimental to the community. Sufficient engineering has not been done on Connors Hill. One of the engineers told me not to worry as in the worst case scenario piles

would be driven. If that happens the city will have to cope with law suits and injunction applications.

- I don't think enough consideration has been put into the vehicle traffic flow. As we have seen in other areas of the city (111 st) the train has negatively impacted vehicle traffic flow making some areas and streets virtually impossible to transit during rush hours. I do not see a good concept plan in place for the 82 ave/83 St intersection or for the Bonnie Doon traffic circle. According to the plan, these areas will remain virtually unaltered except for the crossing of the Lrt train which is a huge traffic obstruction in areas that already suffer from congestion and high accident rates.
- Traffic congestion caused by the blocking of two major roads by LRT on street level. Whyte (82) Avenue and the Bonnie Doon traffic circle.
- See 7 - I still think that there will be problems with the plans for the traffic circle at 83 Street; the lack of right hand turn access for northbound traffic off 83 Street onto 90th Avenue; the decision made to not purchase properties along 83 Street from Whyte Avenue to 76 Avenue; and the location of the only stop between Whyte Avenue and Argyll Road. These decisions will not serve the best interests of Edmontonians in the long run.
- Yes. A station is required at 78th ave & 83 st. to support the TWO schools back-to-back just west of this location. A no brainer! What's the good of LRT if it doesn't provide a station to stop to unload& pick-up people. Is this not its purpose?
- I am concerned about the section of the track running down 85st from 95ave to the traffic circle. Considering that the east side of the street is scheduled for redevelopment anyways (these are old townhomes), it would make sense to me to incorporate a plan that ran the train down the east side of the road. This would avert having to expand this major street through the existing service road on the west side and literally to the sidewalks of the homes on the west side.
- Was the reopening of 85 street from Whyte Avenue south addressed? At one of the meetings I attended I brought this up, because it seems a logical way to increase the ease of getting around, due to the no-left-turn intersections that would be instituted along 83 Street.
- LRT crossing under 75 street and under CN railway tracks: Will the design allow accommodation of grade separating 75 Street over CN rail itself?
- Will 75th street be able to handle the increased traffic volumes that will be relinquished from 83rd street once tracks are laid?
- Also, 75st is a key artery for getting north to south in this city and we want to snarl that forever. This is not good planning, unless you plan to expand another road to handle traffic going north to south in this city.
- Free Flow Traffic - If you look how Whitemud and 34Street is designed, when you come off the Whitemud, you have a Free Flow lane to merge onto 34thd. Why is this not part of the 75th St proposal... why do we need to come to a stop when turning off the Whitemud. That should be a Free Flow land coming off the Whitemud and merging in 75th Street. I can't believe with a 6 lane on 75th Street , there is not merging from Whitemud!
- The main issue with this plan is: tunnel vision. The train should be going further east so that in the near future it can connect with Beaumont traffic. This present concept does not address the high volume districts, 17st and further south. Why not build a line that hooks into the Ellerslie areas. This is where the passengers are going to come from. The line is now travelling through areas, ie older areas are not high volume areas, plus the stops are too far apart and the trains load too fast riders that have some mobility problems. And where will there be parking for the



riders? I believe Also if I have to pay for parking plus the cost of riding on the train, I will use my car. I think this project should be thought with the future growth of the city in mind.

#### West Specific

- The revitalization of Stony Plain road is widening the sidewalks in the area therefore Stony Plain road will only be 14m wide. If you take one lane in each direction for the LRT Stony Plain Rd will become the most congested street in Edmonton. Currently after 3 pm on any given day traffic is at a standstill. What about in the winter with snow removal or god forbid an accident have you even considered those options.
- Safe convenient access across Stony Plain Road in Westmount. Potential to improve river valley access from Westmount neighbourhood. Careful review of traffic along 127 street north of SPR and maintaining of one way traffic on 127 street. High Quality of design and construction is required.
- Just wondering on Stony Plain Road why it will be one lane both ways, rather than a one way of two lanes heading west out of the city. That is the direction of the majority of the traffic.
- Parking issues on the side streets off Stony Plain Road
- When and by whom was the route changed from 156 st to 149 st. how will the turn from 149 to 87ave be accomplished. Will the lrt run down the center of 87th or go from side to side. If side to side which side from where to where. What is the proposal for handling traffic during the construction phase. Is Traffic going to be allowed to drive on the LRT tracks Left hand turns etc. Where will pedestrians be allowed to cross?
- I am not sure of the final alignment selected in the area of 156 St & 87 Ave. The detailed maps on the City website seem to show it going down 156 St to 87 Ave and the other down 156 St along Meadowlark Road and onto 87 Ave. I would suggest that the latter is technically far superior with more open turns. This should have a lot less maintenance and better road traffic accommodation.
- The line was to be on Meadowlark Road with a station north of 87 Ave then it changed to 156 with station on 156 now it is supposedly back to Meadowlark Road. Will there be street parking as there are many staff that use the Meadowlark Road for parking.
- 1) roadway planned along N side of Meadowlark Mall is a concern re loss of parking spots at this medical facility with a lot of elderly patients and is also a concern w.r.t. 2 MRI magnets immediately adjacent the proposed roadway; 2) traffic levels on 178 st should merit continuing the overheard route across this intersection.
- The use of a grade level system blocking much of Stony Plain Road, and complicating crossings at 149 St, 142 St., 124 Street, 116 St. and 109 St. is more than problematic. It is unacceptable that your Transportation Dept refuses to even discuss this.

#### Downtown Specific

- I am comfortable with the 102 ave route if it stays on the north side of 102 ave. There must be a traffic lane on the south side of 102 ave
- I am aware of the fact that the route was challenged along 102 Avenue however it probably would be in the best interest to keep it there. I know the community complained it may get divided but I don't see how a low floor urban LRT can do that.
- Aware of Chinatown worries
- The only concern is for the plans for the Downtown Connector.



- Concerns from Boyle and Riverdale still exist regarding tunneling at 95 St. Downtown Edmonton Community League supports use of 102 Avenue (current location) for the route, but concerns of neighbours still need to be heard. We also support the proposed Downtown LRT Connector Plan, except for the diagonal station at 107 street - not the option we supported.
- The MacEwan/NorQuest diagonal LRT Station

#### **Impacts on traffic / proposed development or expansion impacts/access (7)**

- While community concerns were raised, not sure if the plans are actually going to address resident concerns about folks driving in and parking for the day in communities near the LRT line. This could become a real problem - availability of ample appropriate parking areas designated for such purposes needs to be considered and provided for.
- Accessibility to properties adjacent to the LRT needs to be addressed. The advantage of the urban-style low floor LRT is the operational characteristics similar to transit so absolute control of property access is not as necessary as that experienced in the high-floor train models currently be used. Most European Cities utilizing the urban-style LRT do not place such strong controls on adjacent property access for vehicular, pedestrian, and bicycle traffic.

#### SE Specific

- The development of a new facility on the site of the Idywyld school / Vimy Ridge / Bonnie Doon Pool and access to and from this new site along with the SE LRT line location.

#### West Specific

- It appears there was a late change putting a roadway back alongside Meadowlark Mall on the east side will directly affect our business.
- Minor change. There is now a vacant lot on SW corner of 126th & Stony. The home on 127th can maybe now be saved. At a minimum the city permit guys and LRT guys should talk before anything is built there.

#### Downtown Specific

- Inquiry from Mayor Mandel re technical feasibility of amending the LRT alignment/river crossing; assessment by Prelim. Engineering team to conclude in Spring 2012. Possible result: additional technical study and public consultation required to amend the Concept Plan.
- New towers to be constructed at 95th St./ Jasper Ave. with deep parkades on either side of proposed LRT tunnel; New Provincial Museum; Convention Centre expansion; Traffic impacts of the proposed narrowing of Jasper Ave. to a single lane each way; Increase in downtown vehicular traffic from the planned downtown Arena.

#### **Communication / Public Involvement (7)**

- Please put some data out to counter the new complaints about potential pedestrian deaths. I trust a professional ETS operator over most morons witless drivers
- Same issue as described in 7. There has been poor communication to date with the communities, prior to these plans being taken to City Council. Any communication since with the communities has been for "information purposes only". This is not considered good "public consultation" practice. I volunteer with the City on a number of initiatives, and often use your department's methods of "public consultation" as an example of what not to do. Until I see

some positive change in your communication with the communities, I will continue to voice my concerns to City Council and the rest of the community.

- My neighbors & I are all obviously interested in details. We have asked specific questions but at this stage of the planning the answers / feedback are always redundant or vague. One would assume that at each stage the answers to the same questions would be progressively more detailed. The proposed plan keeps comparing Edmonton's transit needs to those of modern cities in Europe & and the US. We are neither - nor do we feel we want to be. Most of us would be happy if the lines on the roads were maintained! If Edmonton wants to strive to be like modern cities else where we believe there are many other pressing issues to be dealt with - now.
- Public meetings are only a window dressing, but have absolutely no impact on location like underground, ground or above ground. Residents are treated like dumb sheep, pay your property tax or move. This remark was not very welcoming to this city - take it or leave.
- No these issues have been there all along and the city / project people choose to ignore them!
- Consultation with architectural community to develop the proper urban design needed for the successful implementation of the LRT.
- Urban-style low-floor LRT is referred to in other cities as "streetcars". Edmonton should stick to one type of LRT. Using streetcars is a major step backwards, and should be re-thought.

#### **Noise (6)**

- Noise concerns still haven't been addressed
- Sound on the hill and around corners
- Noise attenuation
- There will not only be 'noise' to consider when the LRT is running; but, building will be noisy

#### SE Specific

- Still think there should be sound barriers planned for along the route.
- Why is this going into residential communities? Strathearn is a quiet neighbourhood that will be wrecked by the screech of metal on metal 20 hours a day.

#### **Integration with other transit / bus routes/ widening roads (5)**

- No information of closing bus routes
- Improving bus service in less well serviced areas (e.g. northwest industrial) by having bus routes connecting at LRT stations.
- Talk of widening roads not originally considered for widening in the plan is a serious issue. Large transport corridors through older neighbourhoods will ghettoize them and add to the "doughnut" problem Edmonton already has.
- The east-west transit connections need to be considered when developing the plan. At present east-west south of Whyte has horrible transit options, particularly around Argyll..
- Also lane restriction for vehicular and bicycle traffic.

#### **Safety / transients (5)**

- Please put some data out to counter the new complaints about potential pedestrian deaths. I trust a professional ETS operator over most morons witless drivers
- Preventing transients from downtown using the LRT to come into the area.

- Limiting panhandlers and criminal element from using the LRT to move from downtown to southside area. Community safety.
- My biggest concerns about security and safety. If there is an LRT line coming through my community, I would like to feel safe as a regular LRT rider and would like to know that my home is safe.

#### SE Specific

- Consideration for the safe access and egress for our employees, customers and subcontractors via an unguarded crossing onto 75 street.

#### **Timelines (5)**

- Timelines.
- I would like to see this accomplished as soon as possible.
- Process is too long, should shoot for mid 2013.
- In the interest of not maximizing public investment in an inferior system, the City should complete the Northwest LRT to the St. Albert City Limits prior to proceeding with the SE to West LRT. At that point, a more sensible City Council may be elected to change several bad decisions about LRT system development. The needed changes include a greater number of grade separations, using the 87 Avenue route for West LRT to connect to the existing system south of Health Sciences, and terminating SE LRT in a cut and cover tunnel between the Winspear and the Citadel.
- I am concerned with what appears to be a preference by the city to complete the south leg prior to the downtown / west leg. I am a supporter of the city's efforts in downtown redevelopment, and I believe that a line running from downtown west (to west edmonton mall etc.) should be as much if not more of a priority in terms of a planned city building perspective.

#### **Impacts on Property (4)**

- Acquisition of property
- These are older homes on 83 Street. There could be damage to the houses. Will that be taken into consideration?
- My neighbors houses are being purchased by the City. I worry that their houses will be torn down to make way for the tracks leaving me exposed directly to the view and noise of the new trains.
- Further as a home owner on Meadowlark Road if there is no street does the City intend to step up the alley maintenance as currently the alley is a nightmare.

#### **Landscaping / maintain mature trees (3)**

- Maintain mature trees along the route.
- Saving all of the mature trees along the route of the LRT.
- Yes, 109 st LRT looks like a prison yard all the way down the line.

#### **Cost / Funding (3)**

- Cost and funding model. Timelines. Overpayment for expropriated properties
- Transit prices are prohibitive compared to a car ride and parking costs (family of 5 in the car).



- Whether the cost of going to Lewis Estates is justified. Will it bring in adequate farebox revenues? Will it reduce car traffic adequately? Will it induce more migration out of established neighbourhoods toward suburbs and exurbs around the Lewis Farms terminal?

#### **TOD / Infill (2)**

- How can we, as a city and as separate communities, guarantee infill, revitalization, and urban design along train corridor (ie: street retail, and street friendly medium density residential)?

#### SE Specific

- Argyll and 83rd seems a perfect placement as a future development node. When the overpass/bridge is built, will it be constructed in such a way as to potentially accommodate a future raised stop build at that location?

#### **Other (2)**

- " The document PIP highlights indicates that Land Redevelopment decisions have been finalized. I am not aware that all related rezoning applications have been received and approved at this time.

#### West Specific

- We need council to listen to our concerns regarding the Newman resolution in West Jasper.

### **Specific Local, Community, Business or Institutional Initiatives to be Considered (Question 9)**

Are you aware of any local or specific community, business or institutional initiatives that would need to be considered in more detail through the course of the study? Explain

Just over half of respondents (112 or 53%) replied to this question, with half indicating they were not aware of any initiatives to be considered. Again, many comments are similar to those identified in the previous questions. The themes identified in the responses are provided below, along with a list of Individual responses related to each, sorted by general, SE Specific, West Specific and Downtown Specific. The number of responses for each theme is provided in brackets.

#### **Route Alignment / stop location / access / parking (40)**

- Please try to put a stop at/near the hospital. It would be VERY nice if all of them could be accessed by the LRT.
- While community concerns were raised, not sure if the plans are actually going to address resident concerns about folks driving in and parking for the day in communities near the LRT line. This could become a real problem - availability of ample appropriate parking areas designated for such purposes needs to be considered and provided for.
- Traditional traffic flow in the adjoining neighbourhoods has not been considered.
- Increased parking

#### SE Specific

- Riverdale only: Cameron Avenue Housing Co-op; Riverdale Community League; Chinese Garden Society



- The alignment with planning of the new facility at Vimy Ridge / Bonnie Doon pool / Idylwyde school. Have either projects been in contact with each other to see impacts between the two projects?
- WALKING to local stores, downtown, & river valley
- Cloverdale concerns: Access to the ski club / Muttart; Traffic patterns at the top of Connors Road / 1 way street.
- Edmonton Ski Club, Cloverdale Community League
- Will 98 ave and 95st intersection get "full set of traffic control signal lights?
- Proximity of seniors residences to station; future traffic impacts (no left turns); exit to Cloverdale at 92 Street and 95 Street (at the lights).
- I believe there is a twin arena planned at the Bonnie Doon pool site, in Idylwyde community.
- A station is required at 78th ave & 83 st. to support the TWO schools back-to-back just west of this location. A no brainer! What's the good of LRT if it doesn't provide a station to stop to unload & pick-up people. Is this not its purpose?
- Gee, I wonder why all the businesses that were located on the south side of Argyll Road at 83 St have moved out ? Maybe because being located under a bridge isn't a prime location?
- the realignment of 83 St and loss of service roads
- What about the businesses on Argyle road?
- What is going on with Roper Road... That still seem to be quite a mess.
- Park and rides seem to be very popular. I understand there will be a large one just north of the Whitemud but would like others to be considered. If Grant McEwan plans to stay in Millwoods this needs to be addressed.

#### West Specific

- The seniors complex on 127th & stony currently has a bus stop right outside their door. The LRT will be 2-3 blocks away. Will some bus service continue? Maybe some local bus that is a feeder for the LRT stations.
- Parking will likely become an issue in Westmount. Especially, if we are only 2 stops from the arena.
- How station access functions with the business nodes at 104 Ave/Stony Plain Road and 116, 124, 142, and 149-156 Streets.
- Access in and out of the neighbourhood on Stony Plain Road.
- Stony Plain Road revitalization initiative and its conflict with the West LRT route.
- I believe the traffic movement along Stony Plain road has not been given enough thought
- Stony Plain Road route, as proposed, should be re-developed as it is entirely unsuitable to LRT considering current traffic flow. The road is far too narrow and busy. Alternate routes must be considered and there are many which are far more appropriate
- am concerned about entering 154 St 99 Ave area from the west
- the line was to be on Meadowlark Road with a station north of 87 Ave then it changed to 156 with station on 156 now it is supposedly back to Meadowlark Road. Will there be street parking as there are many staff that use the Meadowlark Road for parking.
- Road usage including access to the Misericordia, Villa Caritas and Jasper Place High School, also the Meadowlark mall
- With the new route going downtown from the west instead of 87 avenue I am concerned of the costs and the traffic problems going downtown.





- Further as a home owner on Meadowlark Road if there is no street does the City intend to step up the alley maintenance as currently the alley is a nightmare.
- Free park & ride access at Lewis Farms + shuttle from Spruce Grove

#### Downtown Specific

- China Town: Follow recommendation of China town residents and shift alignment to 102A Ave.
- Concerns of the Chinese community with a surface alignment and portal on 102 Avenue.
- The LRT will cut through the middle of the 104St Farmer's Market, downtown. If they haven't been consulted yet, they should be
- I really like the idea of a diagonal station at Grant MacEwan University and NorQuest College. I think this is something the City should provide greater detail in and start consultations with these institutions to determine what would be the best outcome.
- The MacEwan/NorQuest diagonal LRT Station
- Know the Chinese community are having fits
- Winspear expansion, Jasper Avenue revitalization, rexall 2
- Downtown LRT Connector needs to engage the local community league in a formal process as residents a significant part of the stakeholder process in the downtown.
- Site of new arena has not been adequately addressed with current downtown connector route

#### **TOD / Community revitalization (10)**

- Corner store revitalization, and older neighbourhood renewal.
- Just ensure that efforts to rejuvenate established communities are not sacrificed for the sake of new suburbs.
- Linkage of LRT and TOD projects ie timing of work and community consultation on rezoning.
- The community plans in all affected communities, and how these are affected by the system, the stations, the links to other transit, the loss of bus access in some locations, etc. all need to be considered.

#### SE Specific

- Cloverdale - TOD guideline integration
- TOD station on 73 Ave and 83 St
- Cloverdale concern - Bridge Aesthetics for the new LRT bridge from the north side of the river over 98th ave.

#### West Specific

- Stony Plain Road revitalization initiative and its conflict with the West LRT route.
- Stony Plain BRZ strategy and plans. TOD policy is at an early stage of public input.
- Condo and strip mall development on the sites of the former Molson brewery and Cross Town Chrysler dealership.

#### **Safety / Security (7)**

- Safety and security initiatives
- School - how will students cross safely?
- Increased policing



### SE Specific

- Cloverdale - Safety of the location of the stop
- Security at the Muttart stop and improved entry
- Since there are three elementary schools in the area, I am a little concerned about SAFE crossings the location of these crossings in comparison with the schools, since children like to cross at the their most convenient spot. Will there be adequate barriers in place to stop crossing along the line?
- Seniors crossing the top of Connors, navigating their walkers over rail lines in winter. Can you guarantee the train will be able to stop in time?

### **Construction Impacts (5)**

- Provision of very detail communication strategy prior to construction starting, pre-existing survey, built in to planning.
- Lower fares for residents immediately affected by LRT expansion. (noise & interruptions to traffic flow offset by convenience and affordability of transit)
- Discounted passes for individuals living near stations

### SE Specific

- When the LRT goes underground on 75th Street, how will the construction impact all the businesses. Are we going to see one lane travel for 2 years or more.

### West Specific

- Loss of business of retail traffic during construction for the retail business on 102 ave between 106 and 103 St.

### **Budget / Cost (3)**

- Whether the cost of going to Lewis Estates is justified.
- Whether the cost of going to Lewis Estates is justified. Will it bring in adequate farebox revenues? Will it reduce car traffic adequately? Will it induce more migration out of established neighbourhoods toward suburbs and exurbs around the Lewis Farms terminal? Should the line just go to West Edmonton Mall?
- Budget - is now the time to do this when the arena deal is pending?

### **Integration with other transit, pedestrian connectivity (3)**

- Pedestrian connectivity, landscaping,
- Further to my comments in question 7 regarding bikes I would like to see that you encourage bike shops to locate at some of the stations to service bikes and possibly provide parking for bikes

### SE Specific

- building a link for bicycle travelers from the Mill Creek trail system

### **Noise (2)**

- Noise attenuation
- Cloverdale - Noise attenuation



### Consultation and Communication Techniques (Question 10)

Respondents were asked to identify which of a range of consultation and communication techniques relative to the public involvement process they would prefer to be used. More than one technique was selected by several. The preferred options, ranked in order of priority, include:

Types of Techniques	Percent of Responses	Number of Responses
Email updates/newsletters	87.1%	183
Face-to-face meetings	59.5%	125
<a href="http://www.edmonton.ca/LRTprojects">www.edmonton.ca/LRTprojects</a>	57.6%	121
Direct mail updates/newsletters	32.4%	68
Newspaper ads	20.5%	43
Billboards/signs	19.0%	40
Updates via social media (e.g. Facebook, Twitter)	15.2%	32
Radio ads	11.9%	25
Web ads	8.1%	17
Prefer not to answer	0.5%	1
Other (please specify) <ul style="list-style-type: none"> <li>• Online surveys</li> <li>• Community League</li> <li>• Articles in newspapers</li> <li>• Public meetings in various community locations/meeting in my community</li> <li>• Information booths at related shopping centres</li> <li>• TV news</li> <li>• Face to face only when warranted</li> <li>• I hate Billboards – way too many of these in the City; Calgary looks much better</li> </ul>	5.2%	11

### Other Comments, Ideas or Suggestions (Question 11)

Less than half of survey respondents (93 or 44%) provided a response to this question. Of these, one third (31) indicated they did not have any other comments or suggestions. An additional one fifth of responses were very positive, encouraging construction of the LRT to proceed as quickly as possible.

Some respondents provided more than one comment. These are listed by theme, sorted by general, SE Specific, West Specific and Downtown Specific. The number of responses for each theme is provided in brackets.

#### Very happy / Get it done / Build it Now (18)

- I think this is amazing and I wish it was here already!
- The construction of the LRT is a necessity within a city the size of Edmonton. Being able to be connected to the whole city easily by public transportation is a way to recruit the young professionals that a city needs. As a graduating Civil Engineer I am willing to stay in the city



because of what I see in the works and plans. But if they never get built and are always just plans it is hard for someone like me to want to stay in a city that never want to change. I would rather take a train or bike to work than drive. But because the city is so big and the options are so little I have only two choices to drive or move somewhere that is more what I want. This is a thought that a lot of younger professionals that I talk to think.

- Just build it-they'll start to use an affordable-convenient public transportation mode
- I work downtown and would love the idea of taking the LRT to work. It can't get constructed fast enough.
- I am looking forward to the expansion of Edmonton's LRT
- Keep up the good work. Low floor without barricades & bells is preferred. Maintain or enhance current level of pedestrian flow. Would rather have my Neighbourhood be a bit difficult to access by car than be an easy cut thru for commuters.
- Happy to see progress! Let's get it built
- I'm very happy the plan is progressing and can't wait to see the line in operation.
- Hope this soon gets going
- Really need LRT to West End
- Keep this project as a top city priority and focus available funding/budgets on this. The sooner the city has a reasonable and viable LRT system reaching out in all directions for the city centre and linking the various corners of the city, the better for all citizens (students, workers, seniors, everyone). And the better for traffic flow, parking, etc. in congested areas - the city centre, the UofA, NAIT, Grant MacEwan, adjacent hospital facilities, entertainment or sports venues, public spaces, etc.
- Please continue to expand the LRT to all corners of the city.
- I support the Stony Plain route. I think it will be good for the area.
- looking forward to this work beginning, hopefully west leg will not follow too far behind southeast. Stay the course with SPR route.
- I look forward to the completion of this project.
- Just want to see this happen as there is a need in the city. As we have seen with the south line, once it is built people will use it. I will use it once it is in my area.
- No. The process has been excellent so far.
- Build it, build it now!

#### **Route alignment / stops / parking / access (19)**

- Ease the issue of blocking vehicle traffic with LRT crossing every few minutes (as currently seen by 111 St).
- Another issue, when I complained about the proximity of the LRT at the meetings, the answer I was given was to use the LRT to get to work. I am a business owner and must use my own vehicle for transportation. I have a very large abundance of heavy equipment and there is no way I can transport it on the LRT. I have never been given empathy or care to my situation. I am simply told, there will be some changes we will have to deal with.
- Although planning already appears to be moving in the right direction, I would like to state my opinion that signal priority for the LRT is critical. The new LRT line MUST NOT stop at intersections, or success/ridership will likely suffer.



- A big gap in my view with past stations is the availability of adequate parking for those people who would use LRT more if there was better parking and premium parking (e.g. Plug ins) for a fee.
- As per above...the proposed route is simply inappropriate and unsuitable, forcing in a route without considering the negatives, which far outweigh the positives
- Why was the Millwoods route chosen to be completed first over the route to the west?

#### SE Specific

- Route south of Bonnie Doon shopping center needs to be wider so as to maintain 4 lanes of traffic flow. One lane each direction is not practical for this busy traffic route.
- As stated above. - A station is required at 78th ave & 83 st. to support the TWO schools back-to-back just west of this location. A no brainer! What's the good of LRT if it doesn't provide a station to stop to unload & pick-up people. Is this not its purpose?
- Proposed station at 73 ave. should be moved to 76 ave. & that whole intersection made more efficient with more bus options running east/west.
- Provide direct cross-over link from 50 St to the "75 St park-n-ride" VIA Whitemud Drive/50 St interchange.
- Why can't the rail system go down 86street? Granted some redirection will have to take place around the Whitemud area, but that is happening any way with the proposed route.
- I believe that the from the current routing destined for the LRT. A more direct route could be used that will increase the central focus of the Southeast LRT. One such change would be instead of the LRT cutting through the Davies West Industrial Area from 83rd Street to get to 75th Street would be to make the LRT go down Argyll Road and head South on 86th Street instead. In my opinion, this would reduce the property acquisitions that would be required in the case of having the LRT continue down 75th Street. This would also allow the LRT to serve the more intensely developed industrial areas down the 86th Street corridor. Also, it would prevent potential future traffic disruptions on 75th and 66th Street, since those two streets are major arterial roads and carry a lot of traffic. This also helps for better road improvement opportunities on 75th Street, especially since it is designated for future widening in the future.
- Using the 86th Street corridor will also allow the LRT to make use of existing infrastructure. Instead of constructing a new Whitemud Transit Center on 75th Street, the Millgate Transit Center will be able to be utilized for future uses. Beside the Provincial Archives of Alberta, there is empty land that could be used for an LRT station along this corridor. As a result, construction costs could potentially be reduced. From this point, the LRT can continue into Millbourne along 86th/76th Street across the Whitemud directly Millbourne. Since there is no freeway exit at this point on the Whitemud, there will be no interference with traffic exiting from the Whitemud due to the LRT, unlike if it were to be built on 75th Street.
- As the LRT continues on 76th Street in Millbourne, it will eventually come directly into the center Millbourne community at Millbourne Mall, where a station can be located. This poses a huge advantage in comparison to Millbourne Station located along 66th Street and 38th Avenue since there is huge potential to attract riders at this point. For one, there is the Millbourne Market Mall, which serves as a focal point for the community and is a magnet for people in the area. As well, several schools are also in the area, which also draws activity. There are also a number of medium/high density condos and apartment complexes as well, which allows for better opportunities for Transit Oriented Development. On 66th Street, there is really no focus

that is capable of drawing many people into the area, which is why I think the station located at Millbourne Mall is a much better idea.

- From Millbourne Mall at the end of 76th Street, the LRT can then continue West on 38 Avenue and then rejoin its original route heading South along 66th Street, where it can finally terminate at Millwoods Town Center.
- I hope that some or all of the changes to the Southeast LRT Route and their benefits that are outlined above may be taken into account and consideration. Thank you so much for taking the time of reading this proposal. I appreciate it very much.

#### West Specific

- Please ensure lots of surface parking. The Lewis Farms station will be used heavily.
- I think the original 87 avenue route was a much better option for the west end. I am concerned that the time to get downtown will be slower with the above ground street car.
- Trade the elevated station/portion of the LRT at the Misericordia with the @ grade over 178th street

#### **Public Involvement Process / Decisions already made (13)**

- "Preliminary Design" is a misleading title for the proposed Public Involvement Process, which opens no door to consultation on most of our significant and outstanding "preliminary" issues.
- In my experience with this and other types of projects my ideas and suggestions aren't worth putting down as the decisions are already made.
- It seems that going through the consultation and communication process with the communities is a waste of time and money. The City already knows what it wants to get done, and this seems to be only lip service
- Any "public" involvement of any kind is only a waste of money.
- Why are you bothering to ask the public, just ask the mayor and do what he wants it will save a lot of time, better yet just talk to the people responsible for the change in the route or their lawyer. by the way who is their lawyer and is he for hire.
- About what? The PI Plan? Issues? The route?
- Listen to people not tell them what is happening and ignore their comments
- Please mail updates & advisories of upcoming meetings to all affected neighbourhoods. (min 200m radius of project)
- appreciate the survey
- Great job on keeping the public informed; keep up the regular updates!
- Concerns that the involvement process and actual decision making later on do not align, nor is there follow-up after the PIP is satisfied. This should be addressed with the affected community leagues/EFCL districts specifically. Often lack of communication and timely feedback engender more negativity than the planning itself.
- set up a twitter account and facebook page for the west and south east lrt expansion
- Please keep the communities that are going to be affected in mind!!

#### **Cost / value management (5)**

- Whether the cost of going to Lewis Estates is justified. Will it bring in adequate farebox revenues? Will it reduce car traffic adequately? Should the line just go to West Edmonton Mall?

- "Saving" money (e.g., by not purchasing properties, etc.) at this stage will only lead to future problems and greater expense.
- I was appalled to be told by one of the presenters at the Mayfield that there had been no formal value management sessions done on this project. The explanation was that there was too little data available. This indicates a serious inability to grasp the concept of the value management process. Given the excessive costs and resultant issues with the South extension, I am not surprised.
- Cost/benefit situation needs to be addressed - must provide very convincing argument to get people out of cars. Cost needs to be less, stations need to be warm and trains frequent. Can't just look at economics - need to potentially run in red to get people out of cars.
- Assuming that the whole LRT right-of-way is built as planned, is there an argument for simply using buses along that dedicated corridor instead of trains?

#### **TOD, Stations as community hubs (4)**

- Design stations as a community hub, especially in order neighbourhoods, have them be urban centre pieces to these mostly residential, bungalow, communities that lack commercial zoning, or plaza meeting centres.
- Will it induce more migration out of established neighbourhoods toward suburbs and exurbs around the Lewis Farms terminal?
- I worry about excessive attention to TOD
- Names of stations are important -- using place names instead of street numbers as station names may give station more character.

#### **Construction Impacts / Financial aid to impacted businesses/ property owners (3)**

- This is a great thing for Edmonton. Unfortunately, small businesses can suffer short term losses that could put them out of business. There must be a financial plan to assist these businesses during peak construction time where pedestrian and car traffic are curtailed to ensure the small business stay viable.
- Businesses directly on the route for the lrt will be drastically affected by it, in a negative way. How will you help these businesses?
- I'd like the government to consider how this will affect us financially. I have worked EXTREMELY hard to afford a home and my own transportation. I think its sad that the government doesn't consider how this will poorly effect some of us. Perhaps if one of the council members lived on my street then that consideration would taken. I can guarantee in my lifetime that I will not see an LRT going down the street of a ritzy neighbourhood or one that houses the home of our Mayor.
- If you are going to displace people you should buy up the property and pay the moving costs sooner rather than later so that people who are on the acquisition and demolition list are not sitting in limbo for a long period of time. The City of Edmonton is not being fair & reasonable to these people

#### **Integration with other transit, pedestrians (3)**

- Please don't forget this is a WALKING community
- I also feel that it is important that the opportunity to significantly improve cycling facilities along the route (particularly downtown) should not be squandered/missed.



- Shorter, more frequent bus routes which stop at transit stations would dramatically increase access to less well serviced areas of the city (e.g. Northwest Industrial).

#### **Safety / Security (2)**

- To reiterate, I would like to see the city tighten up security within the transit system. It is a free ride in many regards for petty criminals and I don't relish the idea of such elements hopping on and off the train in my neighbourhood. Avonmore has a very low crime rate today and I enjoy that security.
- Concerns of transients being introduced to the areas affected

#### **Property Values (2)**

- When the LRT is built, it is going to SIGNIFICANTLY drop the value of my home. In the face to face meetings, I was consistently told it would raise the value. I believe this testimony will hold true with citizens who have homes a few blocks from the LRT and not a few feet from it. When you can no longer exit your home by turning left, or return home with a right hand turn it becomes a problem. Having an LRT pass your home almost every 15 minutes will cause the home to only be usable/sellable to a very select group of people. How would that raise the value of my home?
- All previous LRT lines look horrible and decrease the value of adjacent land. As soon as the LRT was announced, every second house was put up for sale along Stony Plain Rd, and most are still for sale. If/when this thing goes through, at least don't make the place look like a garbage dump.

#### **Noise (1)**

- Placing more of the LRT underground will ease noise levels,

#### **Wildlife Impacts (1)**

- I have increased concerns about the LRT impinging on the wildlife corridor from the river valley into Mill Creek ravine and back

#### **Other (2)**

- If a letter can be sent out to residences, why not give a hand in the lighting upgrade? Why not send out a ballot? I got involved in that and found out King Edward Park is 40% rental properties. I decided I was not going to even attempt trying to track down a bunch of realtor speculators who don't want to invest a penny. Very bad plan from the City, looks like from the help you get you don't want it to happen. Great, you got your way.
- I would like more information about the plans for my neighbor's purchased homes along 95th street from 85th to 86th street.

#### **Age of Respondents**

While there were respondents to the survey from all age groups, the majority (76%) were between the ages of 25 and 64 years. The largest number of respondents was in the 45 to 54 year age group (22.4%), followed by the 25 to 34 year age group (19%). Seniors over 65 years of age accounted for 14.3% of responses.



Age Group	Response Percent	Response Count
Under 15 years	0.5%	1
15 - 19 years	2.9%	6
20 - 24 years	3.8%	8
25 - 34 years	19.0%	40
35 - 44 years	17.1%	36
45 - 54 years	22.4%	47
55 - 64 years	17.6%	37
65 - 74 years	9.5%	20
75 years or older	4.8%	10
Prefer not to answer	2.4%	5

### Gender

The majority of respondents to the survey were male (65%), while 4% preferred not to respond to the question.

Gender	Response Percent	Response Count
Female	30.6%	64
Male	64.6%	135
Prefer not to answer	3.8%	8

### Mode of Transportation Used Most

Respondents were asked to identify the mode(s) of transportation they used most often. Personal automobile ranked highest for most/all trips (114), followed by walking and bus (both 12), then LRT (5). The first three choices of travel mode are identified in the following table.

Mode of Transportation	MOST / ALL TRIPS	2	3
Personal automobile	114	40	11
LRT	5	16	19
Walk	12	21	26
Bus	12	13	17
Bike	4	6	11
Rideshare	2	11	3
DATS (Disabled Adult Transit Service)	0	0	1



**Number of One Way Trips using ETS**

Respondents were asked to identify the number of one way trips they take in a typical month. Over one third of respondents do not use ETS (36.5%), and a similar number (34%) take one to 8 trips in a typical month. Only 6.3% take 50 or more one way trips per month. Individuals taking 9 to 24 and 25 to 29 trips per month accounted for just over 20% of respondents (11% each).

Number of One Way Trips on ETS	Response Percent	Response Count
0	36.5%	76
1 to 8	34.1%	71
9 to 24	11.1%	23
25 to 49	11.5%	24
50 or more	6.3%	13
Don't know	0.0%	0
Prefer not to answer	0.5%	1



## APPENDIX 1: ONLINE SURVEY QUESTIONS

1. Are you familiar with the proposed Southeast to West LRT alignment and Concept Plan? Please explain. (e.g., "I am very familiar – I check the website often and know a lot about the project" / "I am not very familiar. I've heard about the project in the news but don't know many details.")
2. Were you involved in any of the earlier public consultation activities relative to the Southeast to West LRT Concept Planning Phase?  
No / Yes When were you involved? How were you involved? (e.g., as a member of a committee, attended public open houses?)
3. What interests are you representing when completing this survey? (Please check all that apply)
  - Resident of the community
  - Business owner in the community
  - Service provider in the community (Not-for-profit)
  - Property owner in the community
  - Employee of an organization in the community
  - Volunteer in the community
  - Student
  - Shopper at businesses in the community
  - Transit user
  - Prefer not to answer
  - Other (please specify)
4. Please provide the first three digits of your postal code for any of the interests you described above (e.g. resident at T5J, business owner at T5H, etc.)
5. Are you aware that the Southeast to West LRT project will use urban-style low-floor trains?  
No / Yes / Prefer not to answer
6. Are you familiar with urban-style low-floor LRT?  
**Southeast to West LRT Vehicle Technology Review Fact Sheet (PDF)** We will be providing more information on urban-style LRT throughout the consultation phase.  
No / Yes / Prefer not to answer
7. In the Southeast to West LRT Preliminary Design PIP Highlights document, we overview the scope and issues that will be explored during the Preliminary Design phase. From your perspective, are there any additional issues or concerns that need to be considered?  
**Southeast to West LRT Preliminary Design PIP Highlights (PDF)**
8. Are you aware of any other issues or concerns that have arisen since the Concept Plan was approved that need to be considered? (Please expand) Limit 500 characters.
9. Are you aware of any local or specific community, business or institutional initiatives that would need to be considered in more detail through the course of the study? (Please expand)

10. A range of consultation and communication techniques and tools are proposed for the public involvement process. Of these methods, how do you want to be involved and informed? (Please check all that apply)

- Face-to-face meetings
- Email updates/newsletters
- Updates via social media (e.g., Facebook, Twitter)
- Direct mail updates/newsletters
- Billboards/signs
- [www.edmonton.ca/LRT](http://www.edmonton.ca/LRT) projects
- Newspaper ads
- Radio ads
- Web ads
- Prefer not to answer
- Other (please specify)

11. Do you have any other comments, ideas or suggestions that you would like to share?

12. What age group best describes you?

- Less than 15 years
- 15 – 19 years
- 20 – 24 years
- 25 – 34 years
- 35- 44 years
- 45 – 54 years
- 55 – 64 years
- 65 – 74 years
- 75 years or greater
- Prefer not to answer

13. What is your gender?

- Female
- Male
- Prefer not to answer
- Other (please specify)

14. Please indicate which mode of transportation you use most.

Mode	Most/All Trips	2	3	4	5	6	Few/No Trips
Walk							
Bike							
Bus							
DATS (Disabled Adult Transit Service)							
LRT							
Rideshare							
Personal Automobile							
Other (please specify)							

15. In a typical month, how many one-way trips do you make using ETS? For the purposes of this question, a one-way trip is considered travel to a single destination, including any required transfers to reach your destination. (Examples: HOEM-SCHOOL-HOME = 2 one-way trips; SCHOOL-WORK-HOME = 3 one-way trips).

- 0
- 1 to 8
- 9 to 24
- 25 – 49
- 50 or more
- Don't know
- Prefer not to answer

# Appendix D.

## Process and Format for Community Conversation

## STAGE 2 – AREA MEETINGS – PROCESS DESIGN

<b>GOAL</b>	To provide a welcoming space where participants feel comfortable in talking with the technical representatives and feel they have had an opportunity to provide input to the study team and that the information being gathered has been recorded.
<b>MEETING DATES &amp; LOCATIONS</b>	<p><b>Area 1</b>    March 22    South Edmonton Alliance Church – 6508 – 31 Avenue</p> <p><b>Area 2</b>    April 3        Wagner School – Cafeteria – 6310 Wagner Road</p> <p><b>Area 3</b>    March 20    St James – 7814 – 83 Street</p> <p><b>Area 4</b>    April 11    N Alberta Pioneers Cabin – 9430 – 99 Street</p> <p><b>Area 5</b>    April 24    St Vincent – 10530 – 138 Street</p> <p><b>Area 6</b>    April 26    Annunciation School – 9325 – 165 Street</p>
<b>MEETING PURPOSE</b>	<ul style="list-style-type: none"> <li>▪ To launch the public involvement process and provide a general overview, where we are today, how people can be involved and proposed timeline.</li> <li>▪ To obtain input on the key consultation point—How can LRT be best integrated into your neighbourhood?</li> </ul>
<b>MEETING FORMAT</b>	<ul style="list-style-type: none"> <li>▪ Light Lunch and Information Stations 6:00 – 6:30</li> <li>▪ Welcome, Introductions, Meeting Format, etc. 6:30 – 7:00</li> <li>▪ Presentations – 7:00 – 7:30</li> <li>▪ Break (move to Breakout Sessions and Information Stations) – 7:30 – 7:40</li> <li>▪ Breakout Sessions and Information Stations – 7:40 – 8:50</li> <li>▪ Report Back &amp; Wrap Up – 8:50 – 9:00</li> </ul>
<b>HOW INFORMATION WILL BE DELIVERED</b>	<ul style="list-style-type: none"> <li>▪ Display Boards</li> <li>▪ Presentations</li> <li>▪ Information Tables</li> <li>▪ Technical experts and other staff</li> <li>▪ Hand outs/fact sheets/maps</li> </ul>
<b>HOW INPUT WILL BE COLLECTED</b>	<ul style="list-style-type: none"> <li>▪ Breakout Sessions - suggestions noted on flipcharts, hot topics captured in scrapbooks</li> <li>▪ Breakout Sessions – participant comments on sticky notes placed on corridor map</li> <li>▪ Information Stations – technical experts record issues/comments</li> <li>▪ Comment Form – participants complete during/end of session and leave behind or fax back, or complete and submit online (Survey Monkey)</li> </ul>
<b>DISPLAY BOARDS</b>	<p>These boards will be displayed appropriately after the reception table to communicate the necessary background for participants on the project/process and public involvement.</p> <ul style="list-style-type: none"> <li>▪ (Refer to list of boards)</li> </ul>
<b>INFORMATION STATIONS</b>	Information stations will provide information on “givens”—those elements of the project that are not up for discussion or where input is not accepted. Technical experts will be available to answer questions and to capture comments, as necessary.
<b>PRESENTATIONS</b>	<ul style="list-style-type: none"> <li>▪ <u>Welcome/Introduction – PI Team</u></li> <li>▪ <u>SE-W Background/Summary: (15 min) – Nat Alampi</u></li> </ul>

	<ul style="list-style-type: none"> <li>○ Provide Policy foundation for Urban Style LRT – The important facts for about the Edmonton SE–W LRT System</li> <li>○ Review Council approved alignment and stop/station locations – full alignment</li> <li>○ A brief history of where we are today; major milestones or highlights – what are the top three things people need to know as we move into the preliminary design phase?</li> <li>▪ <b>Integration - Defining how it looks and feels in our community:</b> (15 min) – CTP SUI             <ul style="list-style-type: none"> <li>○ Where we are in the design process</li> <li>○ The project guidelines/parameters being worked within</li> <li>○ Integration into existing City network</li> <li>○ What input is being sought from participants</li> </ul> </li> <li>▪ <b>Introduce Breakout Sessions/Information Stations – PI Team</b> <ul style="list-style-type: none"> <li>○ Provide instructions for how the workshop portion will work</li> <li>○ Explain Information Stations</li> <li>○ Tell people about the comment form and methods for submission</li> <li>○ Brief Q/A if necessary to clarify process</li> </ul> </li> </ul>
<p><b>CONCURRENT BREAKOUT SESSIONS</b></p>	<p><u>Breakout Sessions</u></p> <p>Ten tables will be allocated for the Breakout Sessions each with a list of the consultation questions and a facilitator to lead the discussion and capture input. Participants may stay at the table for the entire timeframe or choose to move to another table to pick up on their discussion or visit the Information Stations.</p> <p>Information retrieved will be used to inform the draft design concepts.</p> <p>Floater (PI Team) will listen to table discussions and identify and share interesting discussion points with other tables to foster continued and/or deeper dialogue, and identify consistent questions. Floaters check in every 10 minutes.</p> <p><u>Materials for Breakout</u></p> <p>Aerial photo of corridor with overlay of route (neighbourhood specific) – station locations noted and differentiated</p> <p>Flip Chart/Markers for Facilitator</p> <p>Flip Chart and Scrapbook</p> <p>Nametags</p> <p>Stickies and Pens</p>
<p><b>REPORT BACK &amp; WRAP UP</b></p>	<p><b>MODERATOR WRAP UP</b></p> <ul style="list-style-type: none"> <li>▪ Moderator will provide a quick wrap up and brief summary on the key themes of the Breakout Sessions, what happens with information received, the dates for Stage 3 meetings and other next steps.</li> </ul>
<p><b>TEAM DEBRIEF</b></p>	<ul style="list-style-type: none"> <li>▪ All team members (including facilitators) participate in approx. 15 min debrief</li> <li>▪ What was heard, new issues, comments and learnings</li> </ul>



## EQUIPMENT/MATERIALS

- Laptop
- A/V – Gray Scott Package (includes operator)
- 10 x Round (or banquet) tables for 10 (Breakout Sessions and seating for presentations)
- Information Station table(s)
- Reception table
- Refreshment table
- Easels
- Chairs for 150 people
- 2 baskets to collect completed Feedback Forms
- Table signs & stands
- Pens
- Stickies
- 12 Flip Charts and Markers
- 10 Scrapbooks
- Comment form
- Ballot box and sign up sheets for future contact
- Team name tags – colour-coded to identify technical experts
- Stick-on name tags for participants
- Masking tape/facilitator's tape (several rolls)
- Elastics
- Red dots for participants who wish not to be photographed
- Chart for listing of people who have property acquisition questions

# Appendix E.

## Community Conversation Presentation

Preliminary Design for  
Edmonton's Southeast to West Light Rail Transit  
**Community Conversation**

March 20 to May 2, 2012



## Purpose and Format

### WELCOME!

#### MEETING PURPOSE:

To provide background information on the project and obtain your input on how best to integrate LRT into your community.

#### MEETING FORMAT:

Presentations	6:30 – 7:15
Break	7:15 – 7:25
Breakout Sessions and Information Stations	7:25 – 8:15
Report Back & Wrap Up	8:15 – 8:30

## Project Schedule

### Where were we?

Conceptual Design:	2009 - 2011 (Completed)
City Council Approval of Concept Plan:	2011 - 2012 (Completed)



### Where are we going?

Public Involvement and Communication:	2011 - 2013 (In Progress)
Preliminary Design:	Completed in Fall 2013
Detailed Design and Construction:	In Future and Subject to Funding



## What Has Been Decided

The Concept Plan has been approved by Council.

This includes:

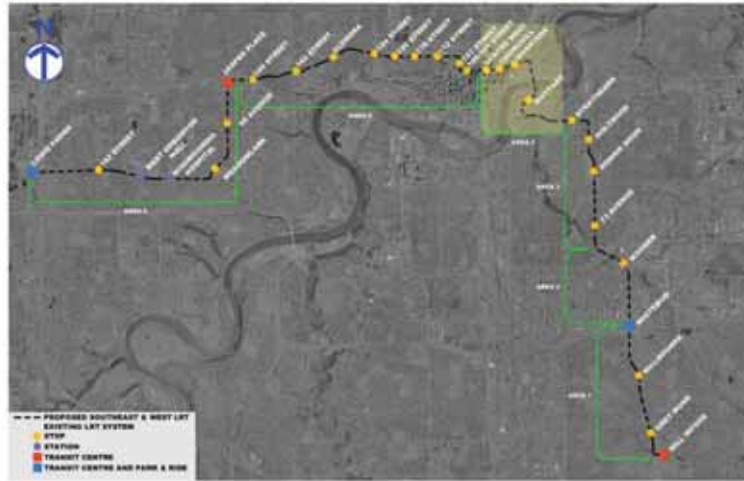
- Corridor location
- Track alignment
- Stop/station locations
- Transit centre locations
- Low floor vehicles



## Approved Corridor

**Project Purpose:**  
To develop and finalize the Preliminary Design for a 27 km urban style low-floor rail system from Mill Woods to Lewis Farms.

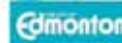
Approved by  
City Council



## Integrated Urban Style LRT

In June 2009, the City adopted a long-term LRT Network Plan which defines long-term future size, scale and operation of Edmonton's LRT system.

- Urban-style LRT improves connections between LRT and city life
- Smaller scale stations/stops spaced closer together
- Reduced right-of-way and fewer barriers
- Better links to destinations, transit, pedestrians and cyclists



## Stops and Stations

What is a stop?

A stop is similar to bus stops in terms of scale. It contains basic amenities and is accessed at street level.

What is a station?

A station is an elevated stop. It contains basic amenities and is accessed using stairs or elevators.



## Urban Style LRT

High Floor



Low Floor



## Integration



What does 'Integration of LRT' mean?

Make the LRT "part and parcel" of your community.



Incorporate LRT stops and stations into the feel, style and character of your community.



## Integrated Urban Style

roadways



sidewalks



## Integrated Urban Style

catenary



public art



Edmonton

This section illustrates 'Integrated Urban Style' through two categories: 'catenary' and 'public art'. The 'catenary' category features two images: one showing a complex overhead power line structure in front of a historic building, and another showing a modern, sleek catenary pole against a contemporary building facade. The 'public art' category features three images: a modern street lamp with a curved top, a sculpture of two birds perched on a metal railing, and a transit stop with a large, abstract public art piece. The Edmonton logo is visible in the bottom right corner of the images.

## Integrated Urban Style

track



stops & stations



Edmonton

This section illustrates 'Integrated Urban Style' through two categories: 'track' and 'stops & stations'. The 'track' category features two images: one showing a brick-paved track bed with a metal rail, and another showing a track bed with a yellow tactile paving strip. The 'stops & stations' category features two images: one showing a transit stop at night with illuminated art, and another showing a transit stop during the day with a modern shelter and art. The Edmonton logo is visible in the bottom right corner of the images.



## Get Involved

### 5 Stages of Public Involvement

Stage 1:	Pre-Consultation (Completed)
Stage 2:	Initiation, March – April 2012
Area 1:	March 22, 2012 - Mill Woods Town Centre to Whitemud Drive
Area 2:	April 3, 2012 - Whitemud Drive to Argyll Road
Area 3:	March 20, 2012 - Argyll Road to Strathearn
Area 4:	April 11, 2012 - Strathearn to City Centre West
Area 5:	April 24, 2012 - City Centre West to 149 Street
Area 6:	April 26, 2012 149 Street to Lewis Farms Transit Centre
Stage 3:	Consultation, May – December 2012
Stage 4:	Refinement, September 2012 – June 2013
Stage 5:	Conclusion, January – December 2013



## What We Heard

### What we've heard to date:

#### We should consider:

- Access to commercial areas and public facilities
- Coordination with existing transit service
- Noise
- Pedestrian mobility
- Construction impacts

### How we can improve our Public Involvement Strategy:

#### We should consider:

- Using email updates and electronic newsletters
- Reducing repetition at public meetings
- Providing more opportunity for public input
- Continuing information sharing on project website
- Communicating how public input is incorporated into design



## What Has Been Decided

The Concept Plan has been approved by City Council.

This includes:

- Corridor location
- Track alignment
- Stop/station locations
- Transit centre locations
- Low floor vehicles



Edmonton

## Your Input Tonight

- Existing character
- Theme – natural, urban, contemporary, historic.....
- Important connections in your neighbourhood
- What amenities you might like to have and/or how they will look:
  - Sidewalks
  - Planting (trees, shrubs, grasses)
  - Retaining walls and fences
  - Benches and waste bins
  - Lighting
  - Stops and stations including shelters
  - Public art



Edmonton

## Questions



### Discussion questions:

---

1. What do you like about your neighbourhood  
– what are the things that make you want to live here?
2. What makes your neighbourhood unique?
3. How can the LRT be best integrated into your community  
– how can it become 'part and parcel' of the neighbourhood?
4. Is there a definable theme or character within your neighbourhood that you want to build upon? How could the LRT help build on that theme?



## Breakout Sessions



### Get Involved

---

- 50 minutes
- Discussion questions – comments recorded
- Corridor map for “sticky-note” comments
- Brief report back: what we heard



## Please visit the City of Edmonton Information Table

## Questions



### Discussion questions:

1. What do you like about your neighbourhood  
– what are the things that make you want to live here?
2. What makes your neighbourhood unique?
3. How can the LRT be best integrated into your community  
– how can it become 'part and parcel' of the neighbourhood?
4. Is there a definable theme or character within your neighbourhood that you want to build upon? How could the LRT help build on that theme?

## Report Back: What We Heard

## Next Steps

### Get Involved: Feedback Forms

- Available on reception table
- Complete and return forms onsite, by fax or online at [www.edmonton.ca/LRTprojects](http://www.edmonton.ca/LRTprojects)

### Stay Involved: Next Steps

- Stage 3 : Consultation  
May – December 2012
- Stage 4 : Refinement  
September 2012 – June 2013
- Stage 5 : Conclusion  
January – December 2013

# Thank You!

# Appendix F.

## Community Conversation - Feedback Form

**Southeast to West LRT Preliminary Design  
COMMUNITY CONVERSATION – FEEDBACK FORM**

If you did not participate in a Breakout Session or wish to add additional comments to the input that you already provided at the discussion this evening, please complete questions 1 to 4 below:

**1. What do you like about your neighbourhood – what are the things that make you want to live there?**

---



---

**2. What makes your neighbourhood unique?**

---



---

**3. How can the LRT be best integrated into your community – how can it become part and parcel of the neighbourhood?**

---



---

**4. Is there a definable theme or character within your neighbourhood that you want to build upon? How could the LRT help build on that theme?**

---



---

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:

**5. The information presented at the Community Conversation was clear and easy to understand.**

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

**Comments:**

**6. The information presented at the Community Conversation was appropriate for my needs.**

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

**Comments:**

**7. The session today increased my understanding of the Public Information Process and how my input will be used.**

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

Comments:

**8. There were good opportunities for discussion with others throughout the session.**

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

Comments:

**9. The facilitators encouraged everyone to participate.**

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

Comments:

**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

Comments:

**11. The venue location was appropriate.**

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

Comments:

**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](http://www.edmonton.ca/LRTprojects). Visit [www.edmonton.ca/LRTprojects](http://www.edmonton.ca/LRTprojects) and click on Southeast to West LRT for project updates.



# Appendix G.

## On-Line Survey

**Southeast to West LRT Preliminary Design**  
**COMMUNITY CONVERSATION – Feedback Survey Summary**  
**All Area on-line Responses**

119 people answered the online survey.  
Comments are recorded exactly as they were submitted.

Comments are verbatim and have not been grouped into consultation areas or themes.

**Which consultation area do you fit into?**

Area 1 - Mill Woods Town Centre to Whitemud Drive	18
Area 2 - Whitemud Drive to Argyll Road	4
Area 3 - Argyll Road to Strathearn	18
Area 4 - Strathearn to City Centre West	7
Area 5 - City Centre West to 149 Street	25
Area 6 - 149 Street to Lewis Farms Transit Centre	44
Other (Provide the first three digits of your postal code -*see below)	15
No response to question	3

**By Postal Code**

T5E (1)	T6A (1)	T6M (1)
T5H (2)	T6C (2)	T6T (1)
T5R (2)	T6G (1)	
T5T (3)	T6L (1)	

**Did you attend a community conversation?**

Yes	22
No	93
No response to question	4

**For the (22) who responded “yes” to attending a Community Conversation:**

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

	Strongly Agree	Agree	Disagree	Strongly Disagree	Not Sure	No response
The information presented at the Community Conversation was clear and easy to understand.	4	9	0	2	0	7
The information presented at the Community Conversation was appropriate for my needs.	2	8	2	4	0	6
The session today increased my understanding of the Public Involvement Process and how my input will be used.	2	8	1	2	3	6

There were good opportunities for discussion with others throughout the session.	3	6	2	1	2	8
The facilitators encouraged everyone to participate.	5	5	1	1	3	7
Participating in this session was a good use of my time.	3	4	0	2	5	8
The venue location was appropriate.	5	7	2	1	1	6

**Please tell us how you heard about the session** *(more than one method may have been indicated):*

	Response Count
Website	1
E-mail	5
Twitter	1
Facebook	1
Roadside Signs	12
Poster	0
Newspaper Ads	1
From someone else	3
Community League or other Organization	6
Other (please specify)	0
No response	6

**Any additional comments on the community conversations?**

- I was only able to stay for the presentation and not participate in the table discussions because I had my children with me. I thought the presentation did not portray any information other than a possible visual of what a low floor LRT would look like. I left with a sense of dread not knowing what would the sound and vibration be like - it was acknowledged that this was a community concern but no information was offered. Is it a single car or are there several connected tram cars? And would this eliminate the need for other buses to run on Stony Plain road? With all of these questions in mind it was difficult to only consider the "landscaping question" put to the community.
- Our table was concerned with TOD but that was apparently not the goal of the discussion. When will that be discussed with the communities? The city web says consultation was made but not much happened, if any, in my community of Westmount.
- I wish that you would have been able to have specific meetings with the various community leagues.
- I watched several videos showing operation of trams in Sweden and Germany. After their viewing I have several suggestions regarding the proposed SE LRT route:
  - a) The choice of 95th Avenue seems to be driven by the anticipated development of high density housing immediately north of 95th Avenue; otherwise Connor's Rd would have made more sense. I noticed that on the European routes where there were two lanes for traffic there was also some space for parking here and there and that the areas where there were only two lanes for traffic there was high-density housing. I would suggest that some of the properties along 95th Avenue be purchased to allow parking in front of certain business and churches. Any vacant land remaining, primarily on the south side of the

avenue could be made available for future high-density development so that the city could recover all or part of the costs of purchase. Likewise land should be acquired on the east side of 85th Street to maintain four lanes of traffic and some parking. This should not be a problem as it is obvious that the apartments in this area will be replaced by high-rise development and the small amount of land needed to be expropriated will have minimal impact on size of such developments. By doing so you will have eliminated potential traffic congestion problems in this area far into the future. I realize that your information specified that you intend to minimize property acquisition, however there are precedents i.e. Construction of Connors Rd to Bonnie Doon and construction of LRT along 114 Street.

b. I suppose that you can leave the plan as is south of Whyte Avenue but I think you will find that in the future you will have to expropriate property there especially north of 76 Avenue. Somewhere in your planning process, I think you should consider blocking two lanes off of 83 Street to observe what impact this has on traffic flow especially at rush hour times. This will frustrate drivers but will either validate your assumptions or require a revision to plans there. To further support this point of view, it can be noted that with a few exceptions the proposed route has minimal impact on traffic and neighbourhoods in Mill Woods. Only the more central, older neighbourhoods are severely affected.

c. Some of the tram right of ways were shared by buses which also used the Tram stops to let off passengers. In some cases, this appeared to slow down the following Trams. Has this been considered?

d. In one case vehicular traffic was stopped by a traffic light so that the Tram could not proceed until the traffic cleared the intersection. Given how North Americans drive how will you avoid this problem at the traffic circle, Whyte Avenue and 76 Avenue.?

- A few days after attending the meeting I drove north on 66 Street from 28 Avenue and noticed the large number of mature evergreen trees on the east side of the street. I was not aware of them when the question about saving any particular trees was asked at the meeting. I believe that it is important that these trees be saved wherever possible when the line is constructed going north from 28th Avenue to the Mill Woods Golf Course.
- I have been to all of the planning involvement sessions. There were tons more people attending this one session than all the rest of them. I felt the City wasn't prepared for this & it would have helped tons if they had different stations which focused on different areas- when asked how many were there for their 1st time 3/4 the people raised their hands. Therefore, having different stations for questions, concerns, where the LRT will be going & how it will affect the areas, this would have helped greatly for the newcomers because a lot of concerns needed to be addressed since most people weren't there from the beginning to know what the City is doing about these concerns. A great deal of people left at the break & I felt more would have stayed if there were stations that addressed what they needed to see or discuss with the City. People need to be felt like they are being listened to & I felt this wasn't displayed at this meeting & I know the meeting was to address one issue agenda but this would have helped due to all the number of people there to understand what is going to take place with the LRT. Also when giving feedback at the tables about what we would like to see in our Neighbourhood it would have been better to have the groups divided in locations along the route since we had a big covered area of the LRT at the meeting. Instead of having a mix of locations at one group table- it was hard to have everyone address what they wanted to see & tell what they wanted in their neighbourhoods since there were so many people at the discussion tables that wanted to be heard. By having sections we could go to the area we are most concerned with to give our input. Just wished it was better organized & having such a big group it was difficult to hear the facilitators at the tables as well & with so many people everyone had concerns that needed answering instead of focusing on main reason for this City meeting. Hope next time they are better organized & prepared for all situations.

- The LRT station on 66 Street needs to be on the East side. This is most convenient for staff and patients and families at Grey Nuns Hospital. Thank You.
- I had to leave after the presentations.
- I was at the table with Eva and her partner. Both of them exhibited the patience of saints with the loudmouths who wanted to spend the entire meeting complaining about decisions already made (i.e. which route the LRT will take). I was impressed with how the conveners managed to allow the chronic complainers to feel like they were having their say, while minimizing their disruption of the meeting the rest of us came for.  
Also, thank you for the food. :) Ginger cookies were lovely. :)
- Weren't allowed to ask questions outside the 3 posted questions.
- This venue has very limited parking.  
The consultation process seems excessively long running. We have been talking about this project for longer than it will take to build it. Also, the council will likely have different people by the time consultation is complete. All the time spent seems like a poor use of money that may end up making reducing the chances that the LRT will get funding for construction

## Consultation Questions

- 1. What do you like about your neighbourhood – what are the things that make you want to live there?**
  - Close to downtown. Glenora is a nice (aesthetically) neighbourhood.
  - Close to transit.
  - Mixed use, active, vibrant, multiple transportation options, little need for a car
  - We have a very active community league and every event brings out many families. It's fantastic to see that you can get that small town feel within a community.
  - In no particular order:
    - proximity to work (downtown) and shopping (Bonnie Doon mall)
    - Transportation mode choices and infrastructure to support the choices (i.e. mill creek ravine trails for cycling/ped, bus routes, car).
    - typically low vehicle speeds (ideal!) due to the nature of the local streets (narrow, mature boulevard trees, parked cars)
    - great park (both natural and built) options
    - people know their neighbours...function of the quality of the 'places' in the neighbourhood
    - mature neighbourhood
    - within walking/biking distance to most amenities (coffee shops, grocery stores, work, parks, restaurants, planned events (folk fest), close to Whyte Avenue)
    - community garden
  - Walkability, convenience, high-density living

- Close to downtown & U of A, nice large single family homes, ability to walk to 124 Street
- Downtown. High Density. All the amenities I need.
- Jasper Avenue West and Stony Plain Road are nice wide streets so that it is easy to get around.
- We love that Glenora is a family neighbourhood with good thriving schools. The area has incorporated many green spaces throughout the streets which makes walking through the neighbourhood attractive and gives pedestrians a buffer from the traffic. The historical architecture is like none other in the whole city and all of those elements plus the walk-ability to restaurants and shops make this neighbourhood fantastic.
- Trees, boulevards, location
- Older and well established with good access to major arteries to get around the city.
- Most destinations are relatively easy to access from the community. Travel is relatively timely and smooth. Based on description of some of the current plans for the LRT through the community, travel within neighbourhoods in the affected areas may be hampered and become more difficult.
- The large size of the lots, proximity to amenities AND the limited number of duplexes as a result of extremely strong citizen support to uphold the Newman Resolution OVER THE PAST 30 YEARS.
- Its fast changing, I am close to all amenities.
- Low key and family oriented
- Quiet, choice of schools, variety of entry ways by vehicles, not one congested roadway, straight streets with walking access to schools and parks, large spacious lots
- Easy access to downtown and south common area.
- I like the integrated golf course, I like that the current transit station is at the entry of the neighbourhood.
- Golf course, parks, quiet neighbourhood, family oriented
- Right now it is not very crowded both in terms of people and vehicles. There is a lot of green space and trees. There is low crime. People seem to care about their property and keeping this a nice safe, clean neighbourhood.
- It is quiet and semi secluded
- The sense of community - everyone knows each other. The LOW crime rates.
- We have always lived in the west and moved here 6 yrs ago with the thought of this being part of our retirement investment.

- I think that it is a family based community and that it is a quiet residential area safe for my kids to grow up in an play
- The proximity to downtown, the wide, tree-lined streets, the sense of history and the diversity of the architecture.
- I can walk or bike to the recreation, retail and spiritual centers in my community, and it is easy to drive over to the west end where family lives now that the Tony is open.
- Cheap housing
- The feeling of a small community within the city centre. A convenient location. Character and heritage homes.
- I love my walkable neighbourhood! The quiet and cool air in the river valley, the small businesses and the people who help them run. I like seeing friends and neighbors [and their dogs of course] on bikes, busses, and boards - there is an ease of movement. I would hate to see a set of tracks divide the neighbourhood any more than 75th Street. already does.
- I love living in Cloverdale because it is a quiet, secluded neighbourhood nestled in the river valley in a natural area.
- Multicultural, variety of house styles and builders (not all little boxes), spread out residential area.
- The easy accessibility to most parts of the city that we are able to enjoy today. One major reason many citizens choose mature neighbourhoods is so that they don't have to spend a lot of time in the car.
- Natural surrounding, non-allergic trees. Allergy free environment, recreation and park. Easy access to grocery and public transportation, privacy.
- I moved here from Vancouver. The availability of the apartment led me to Queen Mary Park.
- Grey Nuns Hospital, the police station, doctors offices, restaurants
- Close to a school. The quiet serenity within a busy City. Hardly any traffic- so it's easy to get around. Close to a mall. Like the Mature Neighbourhood & older trees all around. How close it is to get downtown, to the south side & to the freeways. Also how friendly everyone is around the neighbourhood. A strong Community involvement from the Community Board & community citizens.
- What I like about the Strathearn neighbourhood is that it is quiet but close to the downtown area and easily accessible to many areas. It is unfortunate that you will now ruin it by putting a train on 2 sides of my house - ruining the entire area in which I live.  
What is critical for me in my area is the service road on the west side of 85th street between Bonnie Doon Mall and 95 Avenue. If this service road was removed it would mean that my house would be right on the busy street and visitors would have no place to park.  
Again - I do not understand why this train is going through the middle of a quiet residential area?
- Access to Mill Creek Ravine

- Excellent for commuting, close to river valley
- Access to a bus that connects with Downtown/LRT/Capilano Transit, in the city limits with small yard and garage, easy commute to downtown and city centre
- The things that I like about my neighbourhood is everything is close Mill Woods is close
- Mature neighbourhood, lots of trees/birds, community feel
- Mill creek ravine walking trails.
- Good access (max 15 min) to downtown (via bus #8), Whyte/U of A (via bus #4), River Valley and Mill Creek, make it great for cyclists, walking and close amenities at Bonnie Doon Mall area (grocery, swimming pool, library). The neighbourhood has everything you need, and is slowly generating infill, though has low commercial development, and poor commercial design/density.
- Location and accessibility
- It is a quite, safe area very close to Mill Creek Ravine.
- No response (72)

## 2. What makes your neighbourhood unique?

- There is no other neighborhood in Edmonton that has as many unique and beautiful houses. Alexander Circle is a graceful and beautiful feature. It is the kind of neighborhood that makes you feel like you are walking through the past, a flavour of what Edmonton was like a century ago.
- I like that there are plenty of high rises in the west part of downtown. More high rises should be built along Stony Plain Road.
- It's downtown.
- Historic homes. Borders river valley (access would be great, at new SPR Westmount Glenora bridge), walk ability, good ETS access.
- Mix of quiet suburban living with the services and convenience of living downtown.
- Historic homes and proximity to River Valley
- All amenities are close by.
- This is a very mature neighbourhood that typically has a higher percentage of seniors than the average Edmonton community.



- History of Bonnie Doon, Faculte St. Jean campus, proximity to Mill Creek ravine and river valley, mixed use and densities! This is great. Mill Creek outdoor pool.
- Neighbourhood undergoing renewal through private reconstruction/renovation of homes - people are re-investing in the neighbourhood. Community garden.
- Being downtown brings diversity, mixed use and multiple transit options. Vibrant streets.
- Trees, boulevards, location
- Patricia Heights is small and well developed
- The lot size, spirit of citizens and improvement prospects if duplexes are kept out, the apartments on 149 Street and 156 Street are maintained at a high standard and the overall "bombed-out area bound by 149 Street and 156 Street and 100 Avenue and 102 Avenue is drastically improved and redeveloped.
- Multiculturalism
- Golf course
- Centered around the schools is the community league and outdoor rinks, with numerous access by roads, and yet also access to parks and river valley
- Older single family homes. Tree lined streets.
- The golf course
- Backs onto a golf course
- It is a golf course community.
- It has a golf course, it's pretty, nice place to live
- Low crime rates - minimal retail, edge of city
- Close but not too close to amenities
- My area is unique because it revolves around Lewis estates golf course
- It is a small community with a unique history in Jasper Place, It has almost no park space and a high density of apartments and now it is slated to become the only neighborhood in the city with 3 TODs.
- We have no strip malls near us, just schools and people. We have lots of walking and biking paths and designated street lanes; we love the multicultural nature of Mill Woods. We know and have pretty good relationships with most of our neighbours, and we can grow living things and harvest our own food from our own garden and our rented garden. We have found many volunteer opportunities to help our neighbours - food security, tax time services, food bank, grow a row, Edmonton fruit rescue etc.

- Not really unique but a reason why I like is that it is central
- The walkability of the neighborhood. Knowing so many of our neighbors. Having a community school within walking distance.
- Amazing gardens, old Edmonton houses, off-leash dog parks, great daycares and playgrounds, ease of movement on foot or bike, friendly neighbours.
- This is a very small neighbourhood, limited geographically by the river and the hills.
- Quiet, many low traffic streets but all near main arteries.
- More architectural controls in the neighborhood involve front exterior elevation and front yard particularly.
- My neighbourhood does not have anything unique. Other than the quantity of African food markets. (cassava root is hard to find. So here there are many choices to buy cassava root)
- Grey Nuns Hospital
- All of the above answers will answer this question since it's almost the same question just reworded.
- My neighbourhood is unique because it is a jewel in the city. It is an older neighbourhood with a mix of mainly older but some new homes. It is close to the river valley, has large trees and also quiet park areas.
- Tree density and access to Mill Creek Ravine
- WEM (*West Edmonton Mall*)
- Gold Bar Park and the school, hall getting rebuilt, quiet very safe community with lots of older folks and starting to get some young families.
- Francophone community (including arts).
- The old train trestle bridges in Mill Creek Ravine.
- Faculty Saint Jean and the Francophone community make Bonnie Doon very unique, as well as the history of Mill Creek and the rail line that ran through it, as well as a cross-roads at the mall at Whyte and 83 Street where Millwoods, Sherwood Park, Strathcona, and downtown meet for transfers. The houses are mostly post-WW2 war homes, very small, and community has great population of students, seniors and families, holds great potential for infill to dispose of dilapidated homes. Well have a very strong sense of community. Tree-lined streets.
- Mill Creek Ravine. The age of the homes.
- No response (76)

### 3. How can the LRT be best integrated into your community – how can it become part and parcel of the neighbourhood?

- The fact that the route for the LRT has been chosen for Stony Plain Rd, a very narrow road, does not make sense to me so the integration must completely respect the narrow confines and not expand the width of the road or take away any of the green space and trees. I would like to see that the cul-de-sac road on 133 Street and Stony Plain Rd. not be opened because it offers pedestrians and especially children a safer walking route to schools and the community park away from the narrow sidewalks and fast traffic on Stony Plain Rd. I would like to see the stop on 133 Street maintain the large trees (because they offer a visual and possibly a sound blocker of the traffic). Any structure should be designed to enhance the historical beauty of the area. Brick and iron fences or barriers would compliment the historical feel of the neighborhood. And again maintaining and enhancing the green space at the 133 street stop is essential to respect the design of the neighborhood.
- LRT should also be elevated on 104 Avenue near the busy 109 Street intersection. Traffic will become a nightmare on 104 Avenue with the current plan, just like it has near 114 Street by the university. As LRT will create traffic bottle necks on Stony Plain Road, 107 Avenue should be widened with some grade-separated interchanges at busy intersections.
- The downtown connector plans for 102 Avenue (which is right beside the building I live in) look great.
- As seamless as possible, no barriers or bells & whistles, integrated in pavement or better yet, with cobblestones to reflect a historic vibe. Maybe grass down center of tracks. Respect, maintain or enhance current bike and pedestrian access across SPR.
- Keep with the classic, older theme of the area (Oliver, old Molson brewery).feel of the neighbourhoods.
- I love the idea of LRT. But it is a big mistake running it along Stony Plain Road (SPR). LRT will make SPR virtually unusable for vehicle traffic and those who depend on SPR. It is already too confined. 102 Avenue would make far more sense, even if the logistics are more difficult and expensive in the short-run: i.e. have the LRT join 104 Avenue only after it crosses 124th Street.
- Have the LRT built ASAP. Have it operate 24/7. And have it all the way along Jasper Avenue., or all the way along 104th Avenue.
- I would like to see the LRT station beside the new Jasper Place library rather than at the back of Meadowlark Mall.
- The LRT can be best integrated if it considers the 30-50 year needs of the communities. Bonnie Doon is also on the reconstruction list for Neighbourhood Renewal and we should consider this as an opportunity to build improved bike and ped facilities to accommodate future travel behaviors to reach the stations (Strathearn/Holyrood/BD mall). We (the City, neighborhood, and the U of A) should also partner to ensure that students have the opportunity to travel from these stations to/from the Faculte St. Jean. Sustainable Transportation, the Office of Great Neighborhoods, and Neighborhood Renewal should work together with the community to ensure that the bike/ped corridors are in place to promote and support the surrounding communities in their choice to ride/walk to the LRT stations. Secure bike facilities at the stations (and U of A), and dedicated on-street bike lanes (to from destination points/high travel corridors) are critical. In addition, local commercial/retail opportunities should be integrated into the LRT stations

and community. It would be great for local entrepreneurs to have the opportunity to build coffee/bakery or other businesses into the stations not set-back/detached from the stations. These are common in more mature rail infrastructure communities and we need not lag behind. It is important to build the stations as part of the community and not just an isolated/detached component.

- By connecting it and making it far more accessible.
- Urban design
- Better bus connections to Meadowlark mall
- I am currently employed at ALCO Gas & Oil Production Equipment. The proposed LTR route will make it very difficult for ALCO to continue business. This is mainly due to the shipping of large equipment out of our yard. We routinely have equipment shipping out of our yard with overall shipping heights of 18 to 24 feet, how is the City of Edmonton going to allow us to ship this equipment if there are overhead power lines to power the LRT in front of ALCO? Has the City looked at the option of running the LTR underground to maintain the current access to 75th Street from Whitemud to the Wagner Station?
- Increasing the number of stops slightly through residential areas would help. For example, adding a stop between Bonnie Doon Shopping Centre and 73 Avenue would make the LRT more accessible to residents in the area. With greater accessibility the LRT is better positioned to be part of the neighbourhood rather than viewed as just a corridor allowing the LRT to get to its final destination.
- Run it along 102 Avenue between 156 Street and 149 Street; north on 149 Street in the existing park area and then east on 107 Avenue until 124 Street.
- Government is going to do what it does
- Natural design that would match the golf course feel
- I would like to have parking access to get to an LRT, and I do not want any LRT to use up existing traffic lanes. This project must be in addition to vehicle traffic and not replace it. It only needs to connect major city attractions like WEM, to Rexall place, to the stadium and university campuses.
- Provide better access to other areas of the city without destroying existing vehicle access. South LRT still has unacceptable delays for drivers trying to cross the tracks.
- Constant shuttle bus around Lewis Estates that goes to the LRT station, and the LRT from Lewis Estates should be integrated into the new area downtown. I would, without a question always take public transportation to Oilers games and any other event in the new area, if I can jump on the LRT in Lewis Estates and go directly to the new arena.
- I would prefer there to not be an LRT but if there is one, I would like it to be underground and not extend past the Lewis Farm Transit centre.
- I wish it wouldn't. I think WEM is far enough.
- Have it stop at the Lewis Farm park and ride.

- It will encourage future buyers as it is convenient but not "in our backyard".
- I like the idea of it coming to Lewis Farms transit center because it gives more access to transportation to our community and still has it far away enough to not cause too much noise to the residential areas.
- By limiting the penetration of the TODs into the residential neighborhood and giving us more park/green space, putting strict limitations on the size and architecture of any new development and addressing the issues of traffic flow and parking the LRT will negatively impact.
- It is a people moving service - let's not be treating it like some kind of human avatar. What do you mean "become part and parcel" or "integrated into your community" This is very silly wording.
- Convenient station, safe to walk to and from the station, convenient connection to buses, nearby to stores, restaurants, services, etc.
- Having it run down the centre of the street and stop with traffic would make it a part of the community. I lived in Melbourne, Australia, very close to a transit system like this and it was virtually seamless within the traffic and the neighborhood.
- Natural materials [wood and stone.. not so much glass/metal] and organic shapes [like webs and branches], clear and concise bilingual signage, recycling bins, solar thermal system if shelter is heated, safe access by bike, not too much concrete, native Alberta grasses and plants [asking too much?] instead of decorative plants in planters that are separated from the soil.
- The best way to integrate the LRT into this neighbourhood is to minimize the physical impact on the community, including the prohibition against high rise buildings on this flood plane.
- A few days after attending the meeting I drove north on 66 Street from 28 Avenue and noticed the large number of mature evergreen trees on the east side of the street. I was not aware of them when the question about saving any particular trees was asked at the meeting. I believe that it is important that these trees be saved wherever possible when the line is constructed going north from 28th Avenue to the Mill Woods Golf Course.
- One way is to choose a corridor that makes sense (like the 87 Avenue route, with stops at the zoo, WEM, Hawrelak Park, the university) without major impacts to citizens attempting to get to and from work every day. I realize this ship has sailed, despite considerable concern from involved citizens. It still saddens me. For clarification, our home is much closer to 87 Avenue than it is to Stony Plain Road. Well thought-out routes tend to be met with far less disdain by those whose communities they pass through than the faster cheaper versions currently being expedited.
- It would allow me to travel to the west end very quickly.
- Make it accessible for patients, families and staff at Grey Nuns Hospital.
- Make sure the flow of traffic & ETS systems don't jam up the heavy traffic volume already present in the area. Make sure areas for crossing to the ravine are still accessible from all areas within the Community & from the plans it looks like pedestrian crossing have decreased so there maybe a lot of jay walker

because they don't want to go the distance to the crossings. Be more aware of the schools within the areas & how to help the kids get to & from their schools safely.

- If it does not in anyway disrupt the structure of my street (85th Street) Unfortunately it will be going both on the north side of my house as well as directly in front of me. Only if it is quiet, does not take over the service road in front of my house and does not bring transients into the area can it be integrated. I welcome the access but not in my front yard. Increased security in the area will be essential to prevent the hooligans from taking over. I do not want to see attacks and murders in this neighbourhood as has happened in other LRT areas.
- Do not block off access to the ravine for neighbourhoods on east side of 83 Street. Please do not hamper traffic flow as has occurred on 113/111 Street. Traffic flow is very good right now and I really don't want my neighbourhood to become the nightmare that I experience every time I drive on 111 Street. 75% of my travel is east-west (work to west; shops on Whyte, Calgary trail). That said I'm supportive of greater transit; I would just like an option that doesn't aggravate necessary car travel. The LRT on 111 Street creates a sense of industrial wasteland and pavement. The lack of mature trees makes it feel barren and unwelcoming. I will work actively to make sure that nothing like that was created on 83rd Street.
- We'll have to have a circular connector in some way besides having to go on the 1 downtown. I work near Southgate so although my bus goes to Churchill, it takes 20-25 minutes to get there and it's a little out of the way.
- The LRT will be close to my community (Mill Woods) so I don't have to take a bus where I want to go like (Southgate to Millgate or Southgate to Mill Woods)
- No modern or flashy art. The sort of thing that works beautifully at the U of A will not work in Strathearn. Stations/stops should be unobtrusive and functional (though also still attractive). Not asking much, am I? :)
- Allow development at all stops, even Avonmore, to improve walkability even more. Perhaps some history/archival photos on display at stops, about the area, or the old E, Y & Pacific railway, which ran through Mill Creek and across the low level bridge.
- The neighbourhood streets are slow moving and narrow (comparatively) and coloured tracks outlining LRT path would be crucial, as well with bike lanes (green, NYC noted painted lanes improved ridership), and maintaining or improving the Elm canopy along LRT route. Stops should be designed like Frisco on-street stops (very low key) with signs distinguishing the neighbourhoods stop name (ie. King Edward Park, Bonnie Doon, and Strathearn). At Bonnie Doon there should be an effort to work with the mall to design the area around that stop to make a place-making location due to its "cross-roads" use and importance (plaza, stop shelters that emphasize St. Jean campus, Mill Creek, Vimy Ridge). Signs at intersection indicating Downtown, Old Strathcona, Sherwood Park, and Millwoods. Bike lock ups but mainly to improve foliage along LRT route (more evergreens for year-round coverage).
- Not down 83 Street. Not feasible too much disruption and decrease property values. It will congest parking and cause people to park in my neighborhood. Put LRT down 75 Street.

No Response (75)

**4. Is there a definable theme or character within your neighbourhood that you want to build upon?**

**How could the LRT help build on that theme?**

- The theme of this neighborhood to me again is family friendly, I want the LRT not to negatively impact the safety of children to ride their bikes and walk to school safely. Again, I want to express my disapproval of opening any roads, specifically the 133 Street cul-de-sac because it will encourage traffic into the neighborhood, and not local traffic. It will take away the protection for pedestrians not wanting to walk next to the busy traffic of Stony Plain Rd. I am grateful that the City Police are constant with keeping photo radar (around 133 Street) because drivers are not aware of the school and speeding is a huge issue. The best outcome of the LRT on this route would be a decrease in traffic on Stony Plain Rd and not an increase because of opening roads drivers can by-pass the LRT through the neighborhood. This is not a neighborhood like the suburbs where we are reliant on our cars to get around, walking or riding bikes to work, shops and restaurants is an incredibly attractive and healthy living feature of Glenora and the LRT integration must support that lifestyle safely.
- I like how it is easy to get around this neighborhood. I do not like the fact that LRT will take out two lanes of traffic. This will make it difficult for residents to drive around the area.
- Again, it's downtown. Highly dense and urban. LRT should reflect that in its integration.
- Craftsman prewar era. Ideas, Cobble stone between tracks, nice lighting old oil lamp style.
- Classic elegance and industry. A mix of brick and black iron would help maintain the elegance of Glenora and Oliver (think Central Park in NYC).
- Providing quick convenient access to downtown already builds upon one reason residents of Glenora like their neighbourhood.
- Just getting the LRT build is the most important thing that can be done.
- I believe that many residents choose to live in Bonnie Doon given the location to sustainably 'live/work/play' and we should build on that by further providing transportation mode options. My family chose to relocate to Bonnie Doon when we moved to Edmonton so that we could easily bike or walk to most of our destinations. The trade-off increased cost of our home and reduced daily travel time to/from work/play is the value choice we made given the existing ped/bike facilities. The LRT expansion will provide another option. However, we need to provide additional infrastructure to fully capture the potential value of the LRT stations in our communities. Bike lanes and connectivity to the stations as well as secure bike parking facilities are relatively inexpensive ways to further promote and provide options to reach the LRT stations and reach the potential (increased ridership) of the LRT itself. The bike/ped infrastructure allows people to sustainably (i.e. walk/bike) travel much farther distances to reach the LRT stations. The idea is to make it easy and safe for people to reach and use the stations.
- Modern urban durable
- Don't let LRT destroy the efforts of citizens over the past 30 years!

- Our neighborhood is sadly disintegrating. This is a older, mostly rentals and sad to say often neglected yards.
- Family, fun
- Modern steel and glass structures would be out of place in this mature neighbourhood. Brick, rock, some concrete would be more acceptable.
- Golf, in order to make it easy for other Edmontonian's to golf in Lewis Estates and use public transportation, special accommodation could be make to bring golf clubs on board as well as reduced transit prices if they golf in Lewis Estates.
- Green space and parks. The LRT development should respect that. Green space could be built around the station. Making the station as unobtrusive and possible would keep to the theme of the neighbourhood.
- Upscale
- Convenience
- If the 3 TODs are allowed as stated, and no more green space is provided, the theme will be transit ghetto. This is not acceptable and definitely not something to build on. We already have great bus service and having a low floor streetcar transit system will not provide any benefit that is not outweighed by the negative impact.
- I see the connections in our neighbourhood to others as being best served by an LRT that connected directly to the Universities of Alberta, Grant MacEwan, Norquest, as well as the hospitals of significance - Grey Nuns, University Health Centre, Royal Alexandra, and to the cultural sites - Old Strathcona, Jubilee Auditorium, Art Gallery of Alberta, Royal Alberta Museum, Winspear Centre, Citadel, the Yardbird Suite and the Whyte Avenue venues of the Fringe.
- Heritage. If the LRT was designed with trees and/or landscaping, cobblestones, and a classic feel I believe it could enhance the aesthetic of the neighborhood.
- Nope
- The LRT will help with access to the Muttart Conservatory and the river valley, though I hope that there won't be a Tim Horton's any time soon.
- Accessibility. Please don't kill it. Enhance it. It's two stops from the university to downtown. With the ability to utilize a bigger, longer, faster train that directly matches the one that's already existing. And a more direct route too. Without slicing neighborhoods that already have a high walkability factor in half. And think of the savings in maintenance costs!
- There are more Asian people moving in Lewis estate zone, perhaps more mix between western and eastern character in the neighborhood.
- I have not lived here long enough to suggest a theme.



- Grey Nuns Hospital
- Focus tailored towards a Natural theme- keeping with the Ravine, flowers, trees, rocks, keep lighting the stations from over powering the houses which are so close to the LRT. Brick sidewalks would look nice, We like the older mature look try not to modernize it too much because that would take away from what we have & like about where we live.
- Quiet, safe and friendly. Walkability of the area, maintenance of the large trees and grassy areas.
- Mature trees and the sense of the boreal forest remnant that is mill creek. I like the idea of incorporating art especially building on the theme of nature but please nothing tacky or cheesy or silly or fay.
- Canada theme
- The neighborhood is still relatively car dependant since it's on the outskirts and close to the sporting events and east side. Getting a quicker connection with the LRT would open it up to the rest of the city without ALWAYS having to drive. Open up other kinds of families - ie: Workers besides the refineries and commuters out of town.
- I don't know
- Mill Creek ravine was where the first train to Edmonton's North side traveled, crossing trestle bridges, which are a defining/unique feature of this area. Perhaps something of that iconic imagery (criss-crossing beams) can be subtly used in small touches at stops, benches, catenary, bollards, trash receptacles, etc, both as a reminder of our past, as well as celebrating the new LRT line and the history of rail transportation.
- Themes such as Mill Creek's trestle bridge, Francophone/St. Jean Campus, Elm-lined streets, importance of cyclists, students, new families replacing seniors, and a strong consolidation of senior housing around the mall, making a place of easy access and safety and walkability, which it already is.
- No LRT along 83 Street. It will decrease property value and cause traffic disruption.
- No response (84)