



South LRT Extension

Century Park to Ellerslie Road

www.edmonton.ca/LRTProjects

April 2010

Public Information Session - April 7, 2010 Questionnaire Summary

The Public Information Session for the South LRT Extension (Century Park to Ellerslie Road) project was held on April 7, 2010 at the Ellerslie Rugby Club, 11004 Ellerslie Road SW from 4:00pm – 8:00pm.

Representatives from ISL Engineering and Land Services, AECOM, Stantec Consulting and the City of Edmonton staffed the event.

There were approximately 242 attendees at the Information Session. 111 questionnaires were filled out and returned at the session. One questionnaire was received by fax, following the session for a total of 112 returned questionnaires. The following is a summary of the responses and comments from all questionnaires received during and after the April 7 Information Session.

Part 1: About the Session

	Strongly Disagree		Neutral		Strongly Agree
1. Overall, the information presented was useful and informative.	3	5	9	54	40
2. The information was easy to understand.	1	5	12	55	39
3. The project representatives were helpful, friendly and available to talk to me.	3	5	11	37	55
4. I was able to find satisfactory answers to my questions.	3	10	17	34	44

Comments: 31

- Project reps were also good
- No LRT station for MacEwan or Blackburn residents or Twin Brooks
- Need LRT station for Blackburn and MacEwan!
- A composite image of the LRT and the interchange would be useful.
- Extension to airport very important.
- Self explanatory
- Less paragraphs on your boards
- No preliminary cost info provided. Rep said they thought \$300 million but it looks like \$500 million to me.
- What are the ugly ugly blue things on the completed part? Where are the names of the neighbourhoods?

- I don't like the metal/glassy/light things that have been added at community intersection on 111 Street to Saddleback road.
- Good thought, like the themes and noise level visual
- I found the project representatives exceptionally helpful and knowledgeable.
- Why are they closing 127 Street?
- Doesn't appear that citizens concerns re: noise have been adequately addressed.
- The sooner this gets underway the better. Can't wait.
- Glaring lack of info the proposed land usage at AHD and 135 Street LRT station.
- Larger scale overall context maps would be useful. Indicate north more clearly maps, especially where north is not up.
- Already read most (if not all) of the information on the internet.
- Build it now!
- Councillor B. Anderson was very good and helpful with info relating to this project.
- Would be beneficial to state temporary park and ride at Ellerslie Road is no longer being looked at with agreement at Century Park.
- Larger displays – gets quite congested with small groups talking right at displays.
- Excellent presentation. South LRT extension is a very good decision by the City Council.
- Well done.
- Always well done.
- The simulated traffic PowerPoint was inaccurate. The property on the SE corner of 9th Ave and 111 Street is zoned for a medical/dental facility. And this was not represented of how much traffic will be at that intersection in the future.
- There is little or no opportunity to influence the LRT extension route.
- I think the whole south LRT Extension is poorly thought out and short sighted. That will destroy good residential communities like Twin Brooks, MacEwan, Blackmud, Rutherford. Cost is the only factor being looked at.
- The trees along 127 Street east side do they stay or go?
- PM peak traffic used on Vissian model would prefer to see AM peak from 12 Street (Twin Brooks) and LRT signal operation.
- Would like estimation of effect on property values.

5. Which aspects of the meeting did you find most valuable? (check all that apply)

Displays	97
Handout materials	33
Interaction with project representatives	63
Other (see below):	10

Other:

- Movie x7
- Website
- Location
- Staff on hand for expanded explanation

Part 2: About the Preliminary Design

1. What are your thoughts about the preliminary design that was presented during this Information Session?

Comments: 87

- Without too much study the concepts seem reasonable. Might be useful to consider additional "pocket" park and ride facilities in the future if proposal sites get to crowded.

- This seems like this is all go and not preliminary at this point. Surveyors have been working on site over the past week. Looks like plans are finalized and it's a go now, with no public input.
- If nothing else it will be pretty.
- Looks good.
- I like the effort to incorporate natural/wetland themes, as the existing landscape is a large reason we decided to move to Rutherford. Found picture example landscapes helpful. Would have liked maps showing how south of Ellerslie would be effected. Would like estimated timelines.
- Have to think about the route taken. However there seems to have been a lot of thought put into natural settings and aesthetics, a good thing.
- Where was the AM traffic volume on the video presentation? AM volumes at 12 Avenue certainly exceed what PM volumes are out of Twin Brooks.
- Good idea on paper. Unsure of the actual road space that is currently available to put the LRT running along the west area of 111 street on the side of ESSO Past the bridge into Twin Brooks.
- Glad to see the LRT being developed. Glad to see the LRT being developed on the west side of 111 Street. Glad to see multi use trails (bike paths) being planned as well.
- Love it! Very thoughtful planning. I liked the concept of incorporating green zones/trails.
- Overall quite impressed. Very professional. Visually appealing. Noise issues are not sufficiently addressed. Visual screen walls (fences) are being built anyway, just build them higher to reflect more noise away from residences. Would still appreciate an LRT station at Twin Brooks.
- I hope that 127 Street/119 Street thru fare is a pipe dream. That road will cause nothing but problems to the Twin Brooks area. Not to mention a lot of high priced tax payers along 119 Street – do you remember what happened to Whitemud drive (having to sink it 50 feet due to public outcry?)
- Station at Twin Brooks?
- I was impressed with the information but I feel the timeline is unacceptable. I was under the impression that this was to be done in the near future. To find out that the south line is going to be finished after NAIT and Millwoods is disappointing.
- I regret the at grade level LRT between 9 Avenue and 12 Avenue on 111 Street.
- Seems basics are well thought out. We definitely need the LRT extension to access more of the city. I think when the LRT flows alongside existing main roads or highways is the best idea and easiest for people to adjust to.
- The design is nice. I like the fact you are introducing nature into the design. Would it be better to go underground to mitigate the traffic problems?
- Very good. Well done.
- I live in the condos at the corner of 111 Street and 9 Avenue. My concern is that the sound barrier is insufficient in height to shield us from the noise occurring already from 111 Street traffic, which will be enhanced by the LRT! Please consider higher barriers such as those along the Whitemud Freeway (west of 111 Street). If you lived in these condos you would know the noise levels exceed 65 decibels.
- The LRT should go under 12 Avenue.
- Why would the LRT not follow 111 Street across AHD?
- The idea of more free parking at Century Park is very good.
- I hope that proposed free parking at Century Park becomes a reality for the long time future (i.e. forever).
- Clear, good combination of visuals and text, good order of panels, like the inclusion of MUT and gather spaces along the route.
- Please give our ancestor the respect like anyone else's ancestor that have been laid to rest.
- Good displays. Like the LRT, hate the park and ride. Noise volume is bad enough with the Henday, but with the parking lot, more vehicle noise. Really going to increase traffic volume on Ellerslie. It's bad enough around Rutherford and MacEwan Road to exit the community.
- I like it; looks like it will complement the neighbours, all things considered. Bring it on.
- Good information session, good design, small impact on existing structures.
- Totally in favour, many good ideas live the nature idea.

- I think the overall design lacks community access. It would be nice since we have to live with this train, if we could actually use it without having to take our car or a bus to a park and ride first.
- I like the different themes associated w/ the line.
- Noise attenuation walls should be built with the project at the initial stage. Has thought gone into increased noise due to 1200 car temporary park and ride and full development of Century Park? Hard to believe that planners would act in a short sighted manner and only build aesthetic walls. Noise further into the neighbourhood should be monitored and alleviated. House yards immediately adjacent to existing berm across from YMCA are much quieter than yards 2 or 3 houses west. Noise from Henday and skateboard park is profound, and is not likely to lessen when temporary park and ride opens. City has a responsibility here to respond to citizen's concerns, and an opportunity at this time to plan ahead to alleviate future concerns. Spend the money now instead of acting like the province did regarding the Henday at Cameron Heights. Future noise concerns should be addressed at this time with the construction of noise walls, not just decorative walls. Noise will increase with full development of Century Park park and ride. Seems short sighted not to overbuild at this time to provide noise attenuation walls. The city will never find the money later to come back and redo the project as noise levels increase over time.
- Looks like a good design, well thought out.
- Multi use trails should be separated from LRT tracks by grass/vegetation not placed immediately beside track barrier. I'm curious as to whom the LRT extension is intended to serve if there are no other stations between Century Park and AHD and 135 street? If the intention is to create more urban sprawl south of the AHD instead of increasing density the urban planning for improved liveability has failed.
- Building the LRT in the middle of major communities especially the bend around 111 Street and 9 Avenue. The LRT is going to be an eyesore and a major nuisance. The economics of building underground is 1/3 more (apparently \$10000/m compared to \$70000/m) Great cities build things that stand out not eyesores and short sighted escapades, especially given the city plans to host the world trade fair. The intent of an LRT is to reduce noise, enhance usage of public transportation, and reduce green house gases. 111 Street is now nightmare. It's got more lights between 23 Avenue and 51 Avenue than a circus. I only hope the city reconsiders its decision of building underground or use the east side route between 23 Avenue and Ellerslie Road. Mass transit is great idea, but execution is important. The 65 db average over a 24 hr period is not a good statistic, the peak decibels during waking hours is what should be considered.
- The only true entry way into Twin Brooks will be blocked off at 12 Avenue. This entry/exit is already congested. Placing the LRT in that location because it is the least expensive option shows little regard for the future of this growing community.
- Not bad. I'm glad that the 9 Avenue and 12 Avenue train pass by and lights are simultaneous. I'm still concerned about the construction that is going to take place and the nightmare it will cause down 111 Street from MacEwan, Blackburn, Blackmud, Rutherford, etc.
- Build the LRT as far as possible as fast as possible so that any further development is based on having the LRT. As always, well marked snow cleared MUTs in the transportation corridor. Do the trains use regenerative braking to save few watts of power? Covered bike parking with security cameras.
- Not being a planner and engineer I found some displays had to be studied. Some contentious areas, i.e. bridge across Blackmud Creek (119 street to 23 avenue) wasn't included and the lack of flat green space is a concern. Perhaps this bridge needs to be reconsidered. Nothing stays the same.
- I support the design however it would be easier to increase ridership if the LRT stopped near high density residential areas.
- There should be a station at Twin Brooks (9 Avenue/111 Street). It is a long way from Century Park to the terminus. There is plenty of parking along 9 Avenue (east and west). I believe population/usage figures are out of date.
- Concern on noise levels for Twin Brooks, noise readings taken in September 09. Having lived in TB at one time (3 yrs ago), noise levels seem higher in winter months. I think noise screens are necessary. 2. Shows an effort to blend in with the natural setting.

- Looks good, need time frames for construction? As was stated by representatives, the NAIT, west and east projects are ahead of this.
- The time line when the project will take shape is disheartening. I was told that this project will come after North and Millwoods projects.
- More important to have safety lighting vs. organic/pretty. LRT will bring a diverse crowd to the neighbourhood (on trails, etc). Ensure sound barriers in place, not only for houses but condos/town houses. Don't care for spending money for "river" in sidewalk.
- I think they should be have a project model and give a display clear and easy clean plan picture and easy understand.
- The design of the proposed Ellerslie station is wonderful, so much better than south campus. Southgate and Century Park. Complaints about the above have been heard. Great job!
- Looks effective, glad to see large park and ride is in the plan. Thought there would be more stops.
- Should be underground from Century Park all the way to the ravine south of Saddleback Road. Close the intersection at 111 Street Saddleback Road permanently. We are residents in that area (Skyrattler).
- The design seems to be a very good balance with aesthetics, and practicality to ensure the project cost is reasonable and hopefully will get build in the next 10 years.
- Lovely.
- Is there any thought about the traffic delays the south LRT line will place on Twin Brooks residences?
- I am pleased that there is an emphasis in landscaping along the LRT route.
- Support this proposal; appreciate having a second access to Twin Brooks at 119 Street. LRT only concerns re: grades on 12 Avenue approaching 111 Street and revised intersection, due to history of icy conditions on both approaches.
- By the time the city will be able to carry this out it will be much needed, think airport. The aesthetics around this project work really well.
- Overall I think the design is appropriate. In order to better service the neighbourhoods consideration should be given to having a station at Twin Brooks. A station 4.5 km away from Century Park is too far. Park and ride is an excellent idea for the very southern station. When the park and ride at Century Park is no longer available the Twin Brooks station would be essential.
- The design take an overly optimistic view of the noise impact on the residential areas impacted. It relies on 24 hour average noise ratings and in no way addresses peak ratings or spikes in the noise level that many significantly impact peaceable enjoyment of the neighbourhood.
- Preliminary design looks really good. It appears it will be functional and blend into the neighbourhoods. A large parking area is critical. I hope (like my former residence in Oakville Ontario) this train paring will be free to encourage use.
- I was curious to see how lessons learnt during 111 Street construction was applied to this new phase. I am glad to see that 23 Avenue will be below grade as well as the transition to the west side of 111 Street. Disappointed that there is no station for the Twin Brooks area i.e. Mckernan/Belgravia
- The amount of green grass that currently exists between the property owners and 111 Street was not shown in a way that shows how much of that land will be taken away to shift the traffic east in order to make room for the LRT on the west side of 111 street.
- Costly, consideration for overhead lines should be investigated.
- Good Design. Understand now why it can't run down center of 111 Street and why it doesn't [unintelligible] at Twin Brooks along 111 Street.
- If it is "technically, administratively and economically feasible" I say go for it.
- Concern regarding noise/vibration from LRT to the MacEwan neighbourhood.
- Bring it on. Need to get it done.
- Looks well planned and efficient.
- I like what I see. Well laid out for us to observe. Concept and alignment are good.
- Excellent design. Modern.
- Good job.

- Design looks good; some of the detailed photos for the proposed themes are difficult to see the details.
- Looks really good! Wish I could ride it now!
- Great.
- Looks good. Build it soon.
- LRT will be too close to residential housing at SE corner of Twin Brooks.
- Good layout.
- Have there been any thoughts on building another exit from Twin Brooks other than using 12 and 9 Avenue routes?
- Much better than former proposal as access is not provided from proposed Interchange 135/127 Street and AHD (to Twin Brooks).
- Seems reasonable.
- Looking good.
- Very interesting, looks like a very efficient future system.
- Well thought out, efficient, attractive landscaping.
- The track runs very close to my home. There are no plans to hide that track that runs along AHD, I am concerned for the overall appearance and safety. I believe it would be helpful to enclose as much of the line or associated power sources.
- Good but not fast enough. The LRT went north for enough; why not push it south the way sooner.
- Only concern at this point is that the AHD LRT crossing coincides with the AHD exit to 111 Street. This could be a confusing distraction to those drivers not used to driving the highway. Also will there be a height restriction for AHD traffic considering the transition in height from bridge to grade?
- Why underground at 23 Avenue? Park and ride at Century Park required.
- I love the LRT. Go Edmonton.
- Good.
- Disappointed that with the major impact of this LRT Expansion on the 111 Street Twin Brooks community that no planned stop for the LRT will be available without larger quantities of ridership. No stop, no ridership, yet the whole community will change.

2. Please share any other comments you may have about the project.

Comments: 56

- This will probably come later when the magnitude of the project is being digested.
- Would like to see even more of a natural barrier for LRT station/park and ride (bigger and denser planted trees). Also suggest picnic tables (or similar) at Ellerslie LRT station to sit and wait and do work while waiting. Could incorporate flowering shrubs to enhance the natural theme.
- Would like to keep it off 127 Street completely.
- Would like to see a station/stop in Twin Brooks area.
- Some concerns about safety as the park and ride area is a very quiet isolated part of the city. Not just for those riding but of potential increase in crime or vandalism in the neighbourhood homes.
- I want shuttle service to Century Park sooner than later! I'd like to know if any buffer may be included on the east side of 127 Street and if there will be some kind of paved/granular trail to connect to the greenway system in MacEwan. Priority parking is a good idea, but charge more than \$50, maybe favour hybrid vehicles/registered carpoolers, etc.
- Access to closest station and how to get there (we live between the Century Park and Ellerslie Stations). 2. I hope that there will be consideration to supplying (safe) bike racks at the stations. I can see biking to the station and taking the train to work (at U of A). 3. I have always felt there are insufficient leisure bike paths in this area. Glad to see bike paths with access to trains, but still hope for more leisure bike paths, away from traffic.
- Looking forward to the building phase.
- The city employees and engineering consultants were nice to work with.

- The LRT should be the city's top priority, before a world's fair and art gallery and Edmonton Indy, a line to the airport should also be in the works.
- We need up to date information on the start up date.
- Worry about traffic control and as well its blending into surroundings. Nature needs to be preserved.
- Overall it looks like a nice plan. The only thing I might worry about is how much busier Ellerslie Road is going to get. There are already times in the day I have to go the 111 Street to get onto Ellerslie.
- Build it as soon as possible.
- Main concern: Noise. I feel there should be high sound walls along Henday/LRT line in the TUC.
- I realise the south LRT expansion, while necessary, is lower than spurs to NAIT, the west end or Millwoods.
- Most of the south LRT has been well thought out and should serve for years to come.
- Only concern is the LRT on west side of 111 street, its going underground at 23 Avenue, could it not go underground further to past YMCA?
- Talked to Joe Kabarchuk and Steve Melton. They know my concerns and I handed Steve Melton a poster.
- Sad to see the U of A farms go. The City really better try and leave existing trees behind MacEwan areas and 127 street. Big concern with crime in the area. Vehicles coming and going from the huge park and ride late at night will keep residents awake.
- Sounds crazy, any security (camera) to deter vandals from destroying wood and concrete walls.
- I would very much like to see some trees planted on the berm behind our house (west of pink condos) to aid in noise reduction for bridge, also to help hide the eyesore of the bridge.
- They should negotiate w/ Leduc so that at the very least there would be a greyhound style shuttle to take people to and from the airport or else extend the train to the airport.
- City has a responsibly to keep dust down on park and ride and litter etc. This is a developed area so the intrusion of gravel parking lot should be mitigated.
- Would be nice to see it eventually head out to the airport and be proactive with a transportation corridor in place before developing new residential areas.
- I'm delighted to see proactive planning for mass transit in advance of critical need. Assembling land parcels and rights of way is easier at this stage. That being said, I'm horrified at the continued acceleration of urban sprawl and serious lack of increased density and more closely spaced LRT/transit nodes.
- The option that is considered the least expensive is generally the worst option for the community as a whole. Twin Brooks may never receive its own LRT station yet will be severely impacted by traffic congestion and noise with the LRT running through the main entry way to the community.
- I'd like to see the train stop running by 9pm on weekdays. Most people will be doing no more commuting to work. 111 Street lights at 51 Avenue are a nightmare. 114 street lights at University Avenue are ridiculous; you should not have to wait 4 minutes per turning left behind at least 12 other vehicles and only 5-6 cars go through at a time in rush hour. I can wait up to 14 minutes to turn left onto 114 Street from 82 Avenue.
- Shuttle to the airport. 4.5% grade at 23 avenue underpass? Even with a MUT flanking much of the roads, have the curb lane be a wide one.
- Generally how far out are we (Edmonton) going to sprawl?
- I am concerned that not enough attention is being paid to the prevention or reduction of crime in the design of the station and the surrounding area. Crime in LRT stations is on the rise and people must feel secure.
- Trains may run every 5 – 10 minutes but if buses run every 30 minutes I will take my car and not the LRT. Increase the frequency of the connector buses.
- Anticipated time/date when this will be completed? What are the chances of this LRT extension getting bumped because of other transit or LRT initiatives?
- It's good to see some long range planning being done by the city.
- Consider future length of LRT trains, just created stations now had to add length. Why not be prepared. Nice to have lots of trees.

- Attention to landscaping, aesthetics and the multi use trail is excellent.
- I think it is a good decision for the future growth of the city. My wish is for the LRT to go all the way to the EIA.
- I have concerns about the impact of the LRT on road access for the Twin Brooks community. Currently traffic on 111 Street is congested especially during rush hours due to the traffic from the communities south of the Henday. Will adding the LRT place even more pressure on the 9 and 12 Avenue accesses? Another issue is the noise level of the LRT. On the new section of the LRT from South Campus heading north, there are loud squealing noises for a sustained period of time. Will this be the same for the Twin Brooks area?
- I am pleased that there is an emphasis on landscaping along the LRT route.
- Great to have LRT expansion south would like it to go to the airport eventually.
- It is unclear as to what design steps are being taken to mitigate the negative effect on property values in the area.
- I believe we are way behind other cities e.g. Vancouver, with our rapid transit system. I would like to see the project started ASAP.
- How real is this? Nothing about funding, construction timelines. Push to the airport!
- I think it is a waste of taxpayer money to be extending the LRT to Ellerslie Road. This should be considered only when the LRT routes to Millwoods and WEM are completed.
- When.
- Don't become sidetracked by NIMBYs. Every NIMBY demand increases the costs and delays the project.
- Great job on planning. Expedite!
- Display of sound levels has a crying baby louder than a lawn mower. Give me a break.
- What about parking? More would use present and future LRT if parking was available.
- Building this route within 3 years vs. other city spending priorities (i.e. NAIT route, West LRT)
- Stantec staff- very helpful and knowledgeable. ISL staff- great model development and helpful open house group.
- Co-ordination between bus and LRT service imperative to facilitate usage without vehicle usage.
- It is unfortunate that the city would consider extending the line to a neighbourhood where residents drive luxury cars. Keep the LRT going in the east/west. I will hopefully relocate by the time construction starts.
- Go World's Fair Expo!
- It would be nice if the line to 127 Street could be completed sooner. City Council wants residents to take transit but take forever making a decision. By the time the LRT and Ellerslie station are completed the population in the south end will have boomed. Spend the money to get the LRT further south and stop debating it.
- Paid parking please. Urban sprawl equals money. And I want to race my huge truck down Ellerslie in peace.

Part 3: About You

1. What is your interest in this project (please check one)?

99	Residential Property Owner (see below)
2	Residential Tenant (see below)
2	Business Owner/Operator (see below)
4	Representative of an Association/Organization (see below)
3	Other (see below)

Residential Property Owners/Tenants:

- Blackburne x7
- Blackburn creek x1
- Blackmud x3
- Blackmud creek x1

- Bearspaw x2
- Callaghn x1
- County of Leduc x1
- Ellerslie Crossing x1
- Greenfield x1
- Kitsikato x1
- MacEwan x8
- MacEwan west x1
- Royal Gardens at Blackmud x1
- Rutherford x14
- South of city limits x1
- Southbrook x2
- Skyrattler x4
- Twin Brooks x22
- West creek x1
- Windsor estates in royal gardens x1

Business Owner/Operator:

- Realtor

Representative of an Association/Organization:

- Leduc County
- West Creek Board
- Blackburn Creek Homeowners Assoc
- Meadows of Twin Books Condominium Association

Other:

- Citizen x2
- Commuter