

South LRT Extension (Century Park to Ellerslie Road)

Public Open House - October 8, 2009

Questionnaire Summary

The Public Open House for the South LRT Extension (Century Park to Ellerslie Road) project was held on October 8, 2009 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 232 attendees at the open house. 117 questionnaires were filled out and returned at the open house, four questionnaires were received by fax, and one by mail on October 13 for a total of 121 returned questionnaires. Two comments were also received regarding the South LRT Extension via e-mail on October 21. In addition, comments regarding the South LRT Extension were received from attendees of the Anthony Henday Drive/127 Street Interchange Public Open House which was also held on October 8 on the other side of the Ellerslie Rugby Club. The following is a summary of the responses and comments from all questionnaires received during and after the October 8 Open Houses.

Part 1: About the Session

Please help us prepare more effectively for future meetings by taking a few moments to answer the following questions. Please circle one response for each line. All comments are welcome.

	Strongly Disagree		Neutral		Strongly Agree	Response Count
1. Overall, the information presented was useful and informative.	1	3	11	55	49	119
2. The information was easy to understand.	1	1	17	60	40	119
3. The project representatives were helpful, friendly and available to talk to me	2	2	12	39	61	116
4. I was able to find satisfactory answers to my questions.	4	7	19	42	43	115

(*Note: Some respondents did not rank all four items and some respondents did not rank any)

Comments:

There were 43 comments received for this section.

- I hope the planners learn from mistakes made at other LRT stations.
- Good presentation. First time we have attended such a session.
- City Engineer said that noise walls will not be built unless projected noise levels exceed 65db but contractor said 60db preferred.
- No definite timeline/schedule.
- Get it started/finished. Encouraged to finally see LRT expansion. Long overdue in a city the size of Edmonton.

- Information between engineer and contractor regarding the noise wall was conflicted. One said yes and the other said no. What are we to believe? It is a shame to say residents have been consulted.
- The project representatives spent most of the time talking among themselves.
- It was helpful that session ran until 8pm.
- The project representatives made an effort to touch base with us by asking if there were any questions and were very approachable. Took time to answer questions.
- The City should consider the opinion of the residents who are more close to the LRT line. They don't like the LRT extension and suffer a lot due to this plan.
- Options presented too variable. Would take several days to ingest and understand.
- Interesting and informative.
- Move multi-use trails to other side of street from tracks. Noise walls are terrible – leave part of the berms and cover with cinder blocks, as in newly built areas.
- Looks great. Keep up the good work.
- The open house was a good idea. It enabled me to get much information.
- Helpful.
- Expensive underpass of 23 Ave hard to justify when we can tolerate at-grade crossing at University Ave north of Belgravia.
- I was shocked at how much change is proposed. I did not realize the extent of the change that is needed.
- Why are we limiting parking/Park & Ride sites to “outside” the perimeter?
- No one explains satisfactorily why you wouldn't turn at 23 Avenue and go on 119 or 127 Street.
- Well presented.
- Consideration requested for noise wall along the east side of 111 Street south of 23 Avenue.
- Staff (especially Joe) was very informative and staff was so patient and pleasant.
- Why spend all the money at Century Park instead of developing at Ellerslie Road?
- Well done.
- Thanks for having this.
- This has been very informative even though it could not start for a number of years.
- Presentation well laid out and easily understood.
- No timelines offered.
- Satisfied that there will not be too much noise disruption to our homes area.
- Option 2 is the better choice and option 1 would cause a lot of angry Twin Brooks taxpayers. Plus, option 1 would be more expensive to implement.
- Of course I want more definitive timelines. However, I understand that's not possible at this time.
- Start the expansion tomorrow.
- Thank you for engaging the community.
- Great. Liked the format/style of meeting/open house.
- Good job.
- This project will help to develop Edmonton SW region – the quickest development zone.
- Good and clear plans.
- Much better presentation material than the 127 Street interchange.
- I don't think there are answers yet because the study is still in early stages. There are no set plans – that is what I am interested in.
- There was a lot of information but there is nothing you can do about that. This was much better than the other display which is on tonight.
- Biased information to support City design.
- Neither the city nor the contract engineer realized that there is a residence at the Temple in the Blackmud Creek area. They assumed it was just a temple and that no one lived on the property. Because of that assumption, the Temple would not be consulted regarding a sound barrier wall as part of the LRT expansion. Additional concern is that the City Engineer was saying that the City would not consider a sound barrier wall on either side of 111 Street for

Twin Brooks or Blackmud Creek. On the other hand, the Contract Engineer said there would be a sound barrier on the Twin Brooks side of 111 Street but the City would not support a sound barrier on the Blackmud Creek side of 111 Street as part of the LRT expansion. The contract engineer said the City would have to send out a letter to all residents in both Blackmud Creek and Twin Brooks asking if they wanted a sound barrier wall to be built as part of the LRT expansion, and the City Engineer did not even acknowledge this means of contacting the residents of the area for their input.

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

(*Note: Some respondents did not check any items and some respondents checked more than one)

- 108 = Displays
- 72 = Interaction with representatives
- 28 = Handout materials
- 0 = Other

6. Which aspects of the meeting would you find most valuable to focus on at a future open house?

There were 50 responses received for this question.

- More handouts please
- Displays and information provided by representatives
- Computer-generated models showing near realistic areas
- A way for public to provide more input
- Slightly zoomed in versions with proper labeling
- Take opinions of the residents who will be mostly influenced
- Having handouts of all options
- Projected timelines based on recent events
- More realistic pictures, photographs of design (3D presentation), maybe a DVD presentation
- More displays with overall plan prospective and construction phase timelines
- The specific route of 8 possible stations
- I think there should be a quiet room where people make suggestions or be able to make concerns and hear other people's concerns
- Noise and vibrations to the neighborhoods close by
- Use a video simulator of 127 Street to show the traffic flow and LRT crossings
- How properties backing on to tracks will be protected. Would you want to live in one of those houses?
- The aspects of noise increase and traffic reduction through Twin Brooks residential area
- Opening dates
- Displays of the actual routes are very helpful
- Displays and project representatives
- Provide information and then provide response to previous meeting's questions
- Broad discussion
- Besides having visual displays, have one of the reps talk about the same topics that are on display to make it a little easier to address questions during the verbal presentation
- Timeline
- Future plans for LRT extension south
- Landscaping plan for 9th Avenue/111 Street traffic plan for the same
- Reason for decisions made as to routing
- Progress, dates of preparation, timeline

- The pictures should be oriented with North at the top, not the left side. It will make it easier to understand what is being presented
- Further presentation on each stage
- Displays
- Timelines. Project costs
- Present options with diagrams/maps plus outline all pros and cons of each option
- Construction impacts and mitigation
- Noise control and vibration concerns
- A digital simulation of proposed designs would be interesting
- I recognize physical models are expensive, but 3D presentation (even on video) will assist many to visualize the project
- Interaction
- More meetings
- Time frame to construct the extension. Costs
- Detailed diagrams and distance descriptions for LRT and where it will run down 127 Street
- More displays
- Is the extension in near future plans?
- Question and answer period for all to listen to. An oral with audio/visual presentation. More advanced warning in the newspaper so people are more aware that the event is happening
- Interaction. An interactive video display would be very useful in showing all options
- Town hall meeting style with full explanation with question and answer period
- Impact on residential properties immediately affected by the proposed extension – the properties facing 111 Street
- Information on sound barrier
- There should be a short introduction on each board so we know what we are looking at rather than wasting time trying to figure out the obvious
- More conceptual images are easier to understand than drawings
- Repeated oral presentations with Q & A intermittently throughout

Part 2: About the Preliminary Design

1. Which of the following items are most important to you during Preliminary Design of this particular project (the future South LRT extension, from Century Park to Ellerslie Road)? Please circle one response for each line. All comments are welcome.

	Not at all Important		Neutral		Very Important	Response Count
Bridge aesthetics.	5	4	35	34	33	111
Impact on existing berms.	4	6	39	28	30	107
Impact on mature trees.	2	1	22	39	45	109
Multi-use trails – pedestrian crossings and connectivity.	2	0	8	37	68	115
	Not at all Important		Neutral		Very Important	Response Count
Noise and vibration.	3	1	15	26	71	116
Park and Ride/Transit center.	3	4	18	32	56	113
Safety and security.	1	2	9	35	59	106
Station aesthetics.	3	3	36	35	29	106
Traffic impacts and roadway	1	1	13	25	72	112

modifications.

Other (please specify):

0	0	0	2	8	10

(*Note: Some respondents did not rank all items and some respondents did not rank any)

Ten of the respondents who assigned a ranking to the category of "Other" specified a concern. They were:

- Property value (very important) x3
- Start project a.s.a.p. (very important)
- Access to Twin Brooks (very important)
- LRT station at Twin Brooks (very important)
- LRT station at 9th Avenue (very important)
- No 119 Street bridge (very important)
- Impact on wildlife (somewhat important)
- Costs for alternatives to crossings and bridges (somewhat important)

2. What/how would you propose to mitigate the issues most important to you? Please understand that not all of the desired mitigation strategies you suggest will be feasible. Please be specific.

There were 60 responses received for this question.

- Plant trees or bushes to block noise from LRT. Don't use existing community road for construction. Design LRT route as far away as possible from MacEwan area because LRT is in middle of residence and Anthony Henday Drive.
- Combine bike and pedestrian bridges with LRT bridges.
- Transplant as much as possible. Aspects should be as interesting and attractive as financially feasible. Utilize physical security guards as well as cameras at stations. Utilize cameras to deter and detect vandalism along LRT line.
- More parking.
- Move it down 23 Avenue and across 119 Street where there is green space.
- Don't like separate trail from bridge – keep together.
- No 119 Street bridge through Twin Brooks
- A bridge over to 119 Street and 23 Avenue. An LRT station for Twin Brooks on 111 Street/12 Avenue.
- Move the LRT to the east side of 111 Street.
- Unless you are a Derrick Golf and Country Club member, 119 Street goes nowhere. This would be a total waste of money. A smarter use of money would be to tunnel under Twin Brooks. South/North access at Terwillegar/111 Street/Gateway Blvd.
- Ensure pedestrian/cyclist access to new station at 119/127 Streets
- Website should be updated to include proposed pictures of the models being drafted.
- Integration into existing communities to minimize concerns such as security and noise and optimize aesthetics is very important.
- Staging of construction so it does not coincide with other major road construction in the area.
- Access to a Park & Ride option
- Review landscaping design and obtain feedback from the community
- No free Park & Ride. Parking should be charged for.
- Plant lots of trees. Incorporate tracks into over/underpasses where possible
- Having a combined bridge structure that combines the LRT tracks with the multi-use trail over the Blackmud Creek crossing.
- Do not build the LRT south of Anthony Henday along 127 Street.
- Put the LRT on the east side of 111 Street.

- More information on 127 Street/Anthony Henday Drive interchange options.
- Put the station on 127 Street as close to Anthony Henday as possible, not at Ellerslie.
- Keep as many trees as possible.
- Access to Twin Brooks via 119 Street. Build a bridge to give more access points.
- Park & Ride location does not need to be available until the LRT is built. Not sure if people will take shuttle bus from the lot to Century Park.
- Offer alternate routes and increase berms/noise-limiting barriers
- Make the tracks and bridges match existing roadway design.
- Limit roadway restriction to actual construction times – if no work is being done, do not block off lanes. Want to make sure Park & Ride and parking are implemented.
- The design should be changed to have the LRT extension along 111 Street or Calgary Trail to South Common and later to the airport.
- Ensure Park & Ride is available.
- I would like to see tall retaining walls on both sides of the road or lower the road altogether.
- I prefer the multi-use trail on the LRT bridge where possible to minimize impact on the natural environment.
- Make an underground LRT extension. Pay money to the residents who live close to the LRT extension to remedy their suffering.
- Get public opinions regularly and in every phase of engineering.
- Noise walls.
- Ensure appropriate noise barriers are in place and have safety and security on the trails and at the stations.
- Same security features as on other LRT stations.
- We do not want the Park & Ride. We do not want to see destruction of the greenbelt.
- Safe, nearby and clear walkways from parking to the LRT station.
- Wall construction and tree planting to reduce noise.
- Park & Ride is critical.
- Greater presence of transit security. Dedicated transit security staff and a station office located at either Century Park or 127 Street/Ellerslie.
- Noise wall on either side of 111 Street between 9 and 12 Avenues.
- Giving out a questionnaire to all new riders of the LRT to see how “user friendly” it is.
- The shorter span bridge would be better.
- Noise control for houses backing onto 127 Street.
- I would really like to see the trails go under the Anthony Henday.
- Move the route to another area as 111 Street is going to end up being a bottleneck.
- Noise walls along the Henday area.
- Berms along the Anthony Henday and LRT routes.
- Consider the impact of noise when added.
- Stay sufficient distance from Macewan neighborhood to minimize any additional noise. A noise wall on the south side to assist with traffic noise.
- Easier access to LRT from 111 Street as the south of Henday overpass is too far to walk to therefore will probably not use.
- Put up a high fence and trees and make it pleasant looking from the townhouses right on 9 and 11 Streets.
- The use of noise walls to absorb noise and not reflect the noise so that 6-8 blocks from the LRT receive all the noise.
- Build the LRT to suit people, not automobiles. As transit/LRT is expanded, take lanes of traffic out of service to allow for it.
- Should be a Park & Ride at Heritage where the apartments are. Twin Brooks would be happy to go to 111 Street for access to avoid the noise.
- Put an LRT stop in the Twin Brooks- Blackmud Creek area. All of the residents will continue to drive and the noise levels will increase. The increase in traffic will come from residents in both Twin Brooks and Blackmud Creek driving to the LRT station on 127th

Street. In most cases, traffic will continue to increase as residents have indicated if they have to drive to 127th Street, they would rather drive to work/recreation and at least have the convenience of access to their vehicles rather than driving all the way to 127th Street. Another point that was not well understood by the city and contract engineer is the rationale for accepting a 60 decibel level of noise. I can attest to the fact that at the 60 decibel level of noise in my back yard, I can't have a reasonable conversation, but have to raise my voice to a yell so that others can hear what I am saying. To have a reasonable conversation, I have to go into the house so that others can hear me and be heard. This is not acceptable and I demand that the city do more research in noise level determinations to better justify their decision to not construct noise barriers along the 111 Street portion of the LRT where we live.

- As residents of Blackmud Creek, our major concern is noise! Although we do not back onto 111th Street, there has been a noticeable increase in traffic noise along 111th Street that is disturbing to all of the residents in Blackmud Creek. We are opposed to further increases in noise levels that will result from even further increases in traffic. As citizens of Edmonton, we are asking the city to consider the quality of life (as related to noise pollution) in our area, and to build noise barriers on both east and west side of 111th Street.

3. Are there other issues that you would like to see considered during the preliminary design phase?

There were 43 responses received for this question.

- Long-term planning – LRT to International airport. Timely bussing in surrounding areas to increase ridership, etc.
- I am all for this but would suggest that the City put up traffic lights at 119 Street and Ellerslie and/or at the corner of the 127 Street expansion sooner rather than later. It's already difficult to turn left at 119 St. onto Ellerslie Rd. With more traffic there will be more accidents.
- Nice landscaping, walls, trees.
- Additional LRT station at Twin Brooks.
- Anthony Henday noise wall.
- It is disappointing that access to the LRT is based on busing or driving to the LRT with limited access for pedestrians. Pedestrian crossing of Henday at 127 Street would allow access without driving or taking the bus.
- I would like to see some mature trees planted on the berms to help with noise suppression.
- To keep proposal line as far away from residential housing.
- LRT station at 9th Avenue. I would use an LRT station and many people in my neighborhood would as well. Don't go past Twin Brooks without a stop.
- Landscaping.
- Better timelines.
- A bridge for traffic at 119 Street to 23 Avenue.
- Safety. Pedestrian trails.
- Plug-ins for winter use.
- Shorter Henday overpass.
- What kind of landscaping is to be done?
- Cost.
- Ellerslie Road traffic from north and south.
- Need to encourage and promote LRT usage. LRT affordable – it should be cheaper for a return trip than paying for parking. Make it easy access – enough space at Park & Ride – don't make the same mistake they made at Clareview – there are frequent signs directing you to drive to Belvedere or Coliseum to park....at that point, you might as well drive.

- Twin Brooks needs an LRT station as the ridership will be there. If you build it, they will come.
- Take the residents opinion and saying no to the extension project
- Walking access from Twin Brooks to the 127 Street station.
- Amount of ridership currently using the transit system in the areas affected.
- You have the opportunity to make the LRT impact 127 Street residences in a minimal way – use green space between LRT and existing homes. This makes everyone happy.
- Parking and station security.
- Give bridge aesthetics low profile and have access to Twin Brooks.
- I hope this does not increase noise and crime levels.
- Landscaping some small bushes in front of wall on 111 Street.
- Please discontinue the wavy line pattern on the retaining wall.
- Possible access to the Edmonton International airport. A possible link to a proposed fast speed train from Edmonton to Calgary.
- A foot/bicycle bridge to the proposed LRT bridge to provide access to ravine on the Twin Brooks side of the highway.
- Set up shuttle to Century Park ASAP while project progresses. Free parking on site of LRT is crucial.
- Of the bridge options for crossing Blackmud Creek, the “suspended” arch bridge is by far the best option. Of the options for crossing AHD, the “truss” bridge is the best.
- Is the underpass at 23 Avenue necessary. Cost of the LRT over the ravine at Blackmud Creek should dictate and least amount of trauma to the ravine whether multi-use or not.
- Timing of LRT route is maximized
- Cost/impact of taxes. Develop high quality long range plan to minimize future changes and additional expenses.
- Do not call the new station “Ellerslie.” Ellerslie Road is named after an area several miles east of here – avoid confusion. Use other names like Rutherford, AHD, Heritage Valley etc.
- Tunnel under at least one access to Twin Brooks if alignment does not change. With the 127 Street interchange closing access to/from AHD how is emergency access provided? When train passes, both gates will be down – needs to be coordinated with 127 Street interchange planning.
- Bike trails along side tracks to the University of Alberta.
- Bike trails and routes.
- Build green space nearby LRT station. Build fence along LRT to avoid people crossing and injury.
- Try to incorporate shopping and other facilities into station design.
- Build a parkade in Ellerslie and use shuttle buses to Heritage terminal – Do not waste our tax money on the LRT extension.

Part 3: About You

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

(*Note: Some respondents did not check any items and some respondents checked more than one as it applied to them. e.g. a property owner and part of an association)

Of the respondents, 83% were residential property owners, 6% were residential tenants, 3% were representatives of an Association or Organization, 1% were business owners or operators, and 7% were involved in “other” means.

- 74 - Residential Property Owners

The response percent for each neighborhood is as follows:

- 25 residents in Twin Brooks
- 17 residents in MacEwan
- 15 residents in Rutherford
- 9 residents in Blackburne
- 2 residents in Skyrattler
- 2 residents in Blackmud Creek
- 1 resident in Terwillegar
- 1 resident in Windermere
- 1 resident in Heritage
- 1 resident in Blue Quill

- 5 - Residential Tenant

- 2 - MacEwan
- 1 - Bearspaw
- 1 - Skyrattler
- 1 - Century Park

- 1 - Business Owner/Operator

- 3 - Representative of an Association/Organization

- 1 - Community League
- 1 - West Creek Board
- 1 - Parkview I Condo Association

- 6 - Other

- 4 - Interested citizen
- 1 - Commuter
- 1 - LRT rider

SLRT Comments Received Through the AHD/127 Street Interchange Questionnaires

There were 20 responses received for this question.

- Got a proper understanding of where the proposed LRT line is actually going.
- The plans for the Anthony Henday Drive/127 Street Interchange need to be coordinated with the LRT plans.
- My understanding was this was only an LRT meeting.
- I thought the meeting was to only be about LRT access.
- Option 2 limits access and people in Twin Brooks and surrounding areas would have to go all the way around to do a Park and Ride.
- We already have a major road (111 Street) dissecting our community, including the LRT.
- Limit urban sprawl, build a proper LRT system that covers the city (not just running north/south).
- Speed up the building of the LRT.
- Land development opportunities – perhaps in conjunction with LRT expansion.
- If you provide reasonable transit access to Twin Brooks or access to Park & Ride, they will use the LRT.
- We need to establish Century Park LRT as *THE* solution to north/south traffic congestion.
- The opening of Century Park LRT station is a major opportunity to encourage the use of public transit.
- LRT project adjacent to Anthony Henday Drive/127 Street Interchange study has a significant impact on option selection.

- I am a bicycle commuter and it is important for me to have bike/pedestrian access at 127 Street either through the 127 Street Interchange or through the LRT crossing of AHD.
- The concrete surfacing is very noisy so choice of surfacing materials matters for an interchange as traffic noise will now be coming at residents from two levels plus the LRT line.
- Based on this study and the LRT expansion – we have bought a home further west in Windermere and will be selling this spring before too many people find out about this.
- The LRT should use 127 Street from 23 Avenue as that would take pressure off of 111 Street.
- Two alternatives were presented where the LRT will cross over AHD. The choice should be the one which will have lower bridge construction costs.
- Access to Twin Brooks will be completely blocked with this option and the new LRT. When a train passes all the gates will be down.
- The LRT along the 111 Street seems much better and south of the AHD crossing just south of 111 Street/AHD Interchange (as written).