

Capital Line South LRT Extension (CLSE)

Community Advisory Committee (CAC) Meeting # 2 Record

January 31, 2018, 6 to 8:00 PM

George Nicholson School

The subjects discussed, and decisions reached, are summarized in the following record. Please notify the author of any errors or omissions. If comments are not received within 7 days, this record is considered correct.

Attendees (1 representative from each)
Blue Quill Community League
Member at Large
Twin Brooks Community League
Southwest Area Council
Member at Large
Member at Large
Member at Large
Blackmud Creek Community League
City of Edmonton, Project Manager
City of Edmonton, Public Engagement
City of Edmonton, Engineering Coop Student
Engineering Consultant Team
Public Engagement Consultant Team
Public Engagement Consultant Team

Copied to (1 representative from each)
George P. Nicholson School
Heritage Point Community League
Ermineskin Community League
William Lutsky YMCA
City of Edmonton, Communications

Attachments to Meeting Summary:

- CLSE Community Advisory Committee Members List, February 2018
- LRT Crossing Assessment Fact Sheet
- 2017 LRT Passenger Count Survey - Preliminary Results

Documents to Follow:

- What We Heard from the November 29, 2017 Public Meeting
- Sustainable Urban Integration Guidelines - when finalized (fall 2018)

Note:

- Comments from the CAC are recorded here in *italics*. Questions from the CAC are recorded here in **bold** font.

Item	Action
<p>1. Welcome & Introductions -</p> <p>Attendees introduced themselves and explained their affiliation to the committee. Public Engagement Lead thanked the members for volunteering their time and reminded the group that the CAC is about information-sharing, dialogue and identifying and addressing issues, opportunities and concerns so members should feel free to ask questions and/or bring up any topics they would like to discuss.</p>	
<p>2. Contact Information distribution - permission</p> <p>The group was asked for permission to distribute their contact information amongst the CAC. Approved. The CAC members contact list is attached to this summary.</p>	
<p>3. Information Exchange</p> <p>Information sharing amongst the group will be done at meetings and by email with links provided to some information. Public Engagement Lead encouraged members to submit topics/questions for discussion at future meetings.</p> <p>The project teams question to the CAC is: "What information do your communities need to better understand the CLSE project?"</p>	<p>Members to suggest topics of concern/interest to discuss at future meetings. Some topics have been identified under #14 below.</p>
<p>4. Project Scope Update</p> <p>Project Manager reviewed the scope of the current CLSE project which runs from Century Park to Ellerslie Road and 127 Street. With the recent announcement that Alberta Health Services is proposing a hospital south of Ellerslie Road and west of 127 Street by about 2025, the City of Edmonton is looking at extending the Capital Line beyond Ellerslie Road as the corridor selection was approved in the Concept Plan in 2010. See the Concept Plan at: www.edmonton.ca/documents/PDF/Concept_Plans_-_Ellerslie_Road_to_41_Ave_SW.pdf (copy and paste into your web browser)</p>	
<p>5. Sustainable Urban Integration Guidelines Status</p> <p>Project Manager reviewed the current Sustainable Urban Integration Guidelines and told the group that the finalized guidelines will be distributed when they are available which he estimated to be in the last quarter of 2018. The intent is that LRT corridors fit into communities and improve the quality of life while providing healthy, sustainable communities.</p> <p>The key values are:</p> <ul style="list-style-type: none"> • Pedestrians first • Sustainable • Integrated • Flexible and Adaptable 	<p>Final SUI guidelines to be distributed to the CAC when they are available (estimated to be the last quarter of 2018)</p>

<p>How will Sustainable Urban Integration (SUI) make the area south of Century Park better than that north of Century Park?</p> <p>Planning for an area of a 400 to 800 m radius around LRT is different with more Transit Oriented Development (TOD).</p> <p>The neighbourhood and development is already there - it is in existence so how does SUI change things in an existing neighbourhood?</p> <p>It helps to best fit the LRT into the neighbourhood with input from the community on trails, stations, and amenities. It is learning and understanding how the communities move into and out of their neighbourhoods, how they use their facilities, etc. and it tries to tie into these connections.</p> <p>Does SUI apply all along the LRT corridor or just at stations?</p> <p>All along the line.</p> <p>Comments received:</p> <p><i>Pedestrian first is VERY important</i></p> <p><i>LRT has not been pedestrian first in the past (e.g. no stop at Harry Ainlay High School)</i></p> <p><i>Need more stops to make LRT fit into communities</i></p>	<p>Project team to bring more information on how SUI relates to existing neighbourhoods</p>
<p>6. High-floor vs. Low-floor LRT</p> <p>At the last CAC meeting the question was asked about the differences in high-floor and low-floor LRT.</p> <p>Project Manager reviewed the key differences:</p> <p>High-floor:</p> <ul style="list-style-type: none"> • Operates in dedicated rail corridors • Uses railway crossings to cross intersections • Stops are large, dedicated stations with high platforms • Links to transit and pedestrian connections by stairs, elevators and escalators • Universally accessible <p>Low-floor:</p> <ul style="list-style-type: none"> • Operates mainly at street level in dedicated lanes • Uses traffic signals to operate with traffic • Stops are at street level, curb height • Links directly to transit and pedestrian connections • Universally accessible <p>The Valley Line (Mill Woods to Lewis Farms Transit Centre via downtown) will be low-floor. Other existing lines, including the Capital Line, are all high-floor.</p>	
<p>7. Noise Attenuation</p> <p>Additional noise studies are being done due to potential changes in plans such</p>	

<p>as a shorter tunnel under 23 Avenue. The existing berms south of 23 Avenue are being evaluated but they may need to be reduced or removed to make room for a multi-use trail. Noise walls will be used where noise levels require them.</p> <p>Screening (trees etc.) doesn't provide noise attenuation although noise walls can be screened for looks.</p> <p>The next noise studies will be done at the end of February 2018. Previous noise studies were done in the summer so an average of the two studies will likely be used. There is potential for a partial berm and partial wall (wall on top of a berm).</p> <p>Comments received:</p> <p><i>Berm removal needs to be clarified because Skyrattler already has a lot of noise from 111 Street traffic, the skateboard park, and now with the addition of LRT. The noise study locations and dates are questionable because the noise problems are just south of 23 Avenue on the west side of 111 Street. Noise problems are the most significant in the summer when windows are open and people are trying to enjoy time outdoors, in their yards.</i></p> <p><i>Members would like to have noise studies explained in more detail and hear examples of how much noise will be added with the addition of LRT to their neighbourhoods.</i></p>	<p>An explanation of noise studies will occur at an upcoming CAC meeting.</p> <p>How and where are noise studies done?</p> <p>How is sound measured? What do the numbers mean?</p> <p>What are comparable noise levels?</p>
<p>8. Ridership Numbers</p> <p>Project Manager reviewed some of the ridership numbers on the Metro and Capital Lines. He indicated that planning for ridership is tied to land planning and where/when peak demands will occur. Proposed ridership will be continually monitored as planning goes forward so that CLSE can handle the predicted capacities. Train cars can fit about 200 people so a 5 car train would accommodate 1,000 people.</p> <p>Comments received:</p> <p><i>Members have concerns that passenger loads will not be accommodated, especially during peak times much like what currently happens at Century Park.</i></p> <p><i>Concerns that insufficient parking will be provided at Heritage Valley Park and Ride, with the result that more people will drive. Concerns about the capacity and schedule of the temporary bus service/shuttle to Century Park.</i></p>	<p>2017 LRT Passenger Count Survey - Preliminary Results - included with this meeting summary</p> <p>Suggestion for an ETS representative to be at a future CAC meeting to discuss mitigation and other topics related to ETS</p>
<p>9. Lighting of CLSE Route and Stations</p> <p>Plans are for dark sky compliant lighting along the multi-use trails adjacent to the LRT, at the Operations and Maintenance facility, and at the potential Twin Brooks Station. This means that the light is directed down and not out but there is still plenty of light for visibility and for safety.</p>	
<p>10. LRT and Property Values</p> <p>A draft information sheet titled LRT Property Value Impacts was distributed for discussion. Public Engagement Lead asked the members for input on the kind</p>	

<p>of information that should be included in this kind of a fact sheet.</p> <p>Comments received:</p> <p><i>Members questioned why the City would not do a study on how nearby property values are affected by the addition of LRT to a neighbourhood when they are spending billions on LRT lines. It appears that the City is hiding something.</i></p> <p><i>It was questioned if the studies listed on the draft fact sheet were only those with positive data.</i></p> <p><i>Members suggested the City should develop a comprehensive information package on the effect of LRT (all lines) on property values and make it available for all citizens. If money is a problem perhaps it could be done by students as a project.</i></p> <p><i>It was recognized that it is difficult to attribute higher or lower prices specifically to LRT but there must be some trends. It was suggested that map overlays could potentially show the different factors that increase or decrease property values.</i></p> <p><i>This is considered a critical piece of information for the public.</i></p>	<p>City communications and public engagement staff to investigate this further and report back to the group at a future meeting</p>
<p>11. LRT and Safety</p> <p>The City Community Safety Liaison is preparing information to bring to a future CAC meeting (possibly March) to provide information on crime in and around LRT stations and on the effect of LRT on crime in adjacent neighbourhoods.</p> <p>Comments received:</p> <p><i>Crime statistics should be shown at public meetings. It needs to be determined if increases in crime are due to the economy? Or to more development? Or to proximity to police stations? There are many factors to consider.</i></p> <p>Crime Prevention through Environmental Design (CPTED) principles are being used in the design of CLSE and other LRT routes and stations. CPTED is the science around the design and effective use of physical space to lead to a reduction in both the incidence and fear of crime. CPTED seeks to reduce both opportunity and the number of targets for criminals.</p> <p>Concerns for safety during construction of CLSE. Will both 9 and 12 Avenues be kept open during construction so the residents of Twin Brooks are not locked into their neighbourhood?</p> <p>Yes - it will be built into the construction contract that at least one lane at both avenues be kept open (with possible very short times when one may be closed). Financial penalties are imposed if this is not done.</p> <p>Comment received:</p> <p><i>Skyrattler only has two access points to the neighbourhood so Saddleback Road can't be blocked during construction.</i></p>	<p>City Safety Liaison to attend and discuss at a future CAC meeting</p>

<p>Has there been an increase in the number of pedestrians hit by trains?</p> <p>No, but when a pedestrian is hit, safety measures are reviewed for improvement and/or increased safety measures are taken. Unfortunately pedestrians often don't look both ways when they are crossing at swing gates, so the City is doing some educational programs regarding this. The use of headphones also causes issues as the user may be paying less attention to their surroundings.</p>	
<p>12. Crossing Assessment Framework (Grade Separation)</p> <p>Potential grade separations (crossings raised or lowered from street level) are being considered for 9 and 12 Avenues, Saddleback Road and Ellerslie Road. These are being assessed but will require the traffic information being gathered by the City to finalize the assessments.</p> <p>Grade separations must be justified because the costs are substantial. The assessments are done based on what is known at the time regarding proposed development, type of development, predicted traffic counts, whether annexation takes place, etc. Recommendations will be made by the project team and then they will go to City Council for review and approval. The project team estimates to have the potential grade separation recommendations completed by fall of 2018.</p> <p>Crossing Assessment Fact Sheet is attached to this summary and can be found at: www.edmonton.ca/documents/RoadsTraffic/LRTCrossingFactsheetJune2017.pdf (copy and paste into your web browser)</p>	<p>Crossing Assessment Fact sheet included with this meeting summary</p>
<p>13. November 29 Public Meeting Survey Results</p> <p>Public Engagement Lead reviewed a draft of the public feedback from the November 29, 2017 public meeting with the group. She explained that the design team sees all the verbatim comments/feedback from the public. The What We Heard document summarizes the public feedback for posting on the City web page and for public distribution.</p> <p>Traffic and grade separation continue to be the main concerns. The final What We Heard document will be circulated to the CAC when it is completed. It will also be on the project web page at www.edmonton.ca/capitalsw</p> <p>Comments received:</p> <p><i>Suggestion that the "attitude" of survey questions (i.e. positive versus negative) may influence survey results. People tend to go along with/agree with positive statements rather than say what they really think.</i></p> <p><i>Suggestion to have Insight Community representative at public meetings so people could learn about it and sign up to participate.</i></p> <p>Additional information: The Edmonton Insight Community is an inclusive and accessible online citizen panel made up of diverse Edmontonians who provide feedback on City policies, initiatives and issues through an online survey</p>	<p>The What We Heard document, from the November 29 2017 public meeting, will be emailed to the CAC and posted on the CLSE web page, when final</p> <p>City Public Engagement to give this suggestion to the Insight Community group to follow-up</p>

<p>process. To find out more about, or to sign up for, the Insight Community go to: edmonton.ca/insightcommunity</p>	
<p>14. Next Steps</p> <p>Pop-ups in communities - the public engagement team will be going out to your neighbourhoods to talk to people (coffee shops, community events, stores etc.) to provide information on the CLSE and get public input. CAC members are asked to send Public Engagement team ideas for places where their community members meet/gather or for community groups (seniors, recreational, etc.).</p> <p>Suggestions - <i>Yellowbird Family Day event, SW Minor Soccer Registration days</i></p> <p>Public meetings Phase 2 - are proposed for May 2018 with one location north of Anthony Henday Drive and one south of Anthony Henday Drive. When dates are set, the Public Engagement team will send out details to the CAC for posting on their websites etc.</p> <p>CAC meeting dates and potential topics</p> <ul style="list-style-type: none"> • February - workshop on proposed Twin Brooks Station and the Operations and Maintenance facility • March - Environmental information and LRT and safety • Future- Noise studies, Edmonton Transit System representative, Hospital and land use studies • Dates - To be announced 	<p>CAC members to email Public Engagement team potential locations/dates/events happening in their communities, between now and May 2018, that may be suitable for pop-ups</p> <p>Public Engagement team to let CAC members know the dates/times of the public meetings when they are confirmed</p> <p>Public Engagement team to send out an email/Doodle about future CAC meeting dates</p>
<p>Other Questions/comments/input raised by the CAC and their responses/follow-up</p>	
<p>Is the proposed high school at Heritage Valley Town Centre being considered in LRT planning?</p> <p>Yes - it is planned for Heritage Valley Town Centre area where there is a station/stop. See articles on the planned high school at:</p> <p>http://edmontonjournal.com/news/local-news/councillor-trustee-pursue-joint-heritage-valley-public-high-school-and-rec-centre</p> <p>https://allard.ca/new-high-school-heritage-valley/</p>	
<p>Will the LRT eventually go out to the airport?</p> <p>It is in the long-term plans and will occur as the city expands and land is annexed - possibly by 2040, as shown in the overall Transportation Master Plan.</p>	

<p>Heritage Valley Park and Ride:</p> <p><i>The Park and Ride facility may be a deterrent for riding the LRT as it takes too much time to get where people want to go. The shuttle bus will have to be very timely and efficient.</i></p> <p>Will there be more stalls at the Heritage Valley Park and Ride than were originally at Century Park?</p> <p>Heritage Valley Park and Ride will initially have 1,040 stalls with room to expand to 1,900 stalls when demand warrants and funding becomes available. This compares to Century Park's Park and Ride, which originally had 1,085 stalls, but went down to 886 stalls, in November 2017.</p> <p>Will there be a parkade?</p> <p>No - it will be a surface lot.</p> <p><i>More park and rides are needed throughout the city - it is very frustrating.</i></p> <p><i>New systems have potential to be better so plan for it now.</i></p> <p>Information on the City's Park and Ride Strategy can be found at: edmonton.ca/parkridestrategy</p>	
<p>There was a proposal by ETS for children under 12 years old to ride transit for free. Where is this at? Is it still a possibility?</p>	<p>Public engagement team to investigate and report back at future meeting</p>
<p>When will bus passes be digitalized?</p> <p>Information on proposed digitalized "Smart Fare" payment systems can be found at: edmonton.ca/projects_plans/transit/smart-fare.aspx (copy and paste into your web browser)</p>	
<p>Is there a Facebook page for CLSE and/or LRT in Edmonton? It would be a good place for people to comment and have discussions with other citizens.</p> <p>No, there is not.</p>	<p>City communications & PE staff to investigate this further and report back at a future meeting</p>
<p>When will the location of the Twin Brooks station be known?</p> <p>As of now, it is planned for between 9 and 12 Avenues; closer to 9 Avenue. However, since it is not in the 2010 plans that were approved by City Council, the addition of the Twin Brooks Station would have to go to City Council for review and approval.</p>	