

CENTRE LRT STUDY

Public Engagement > What We Heard – Phase 1



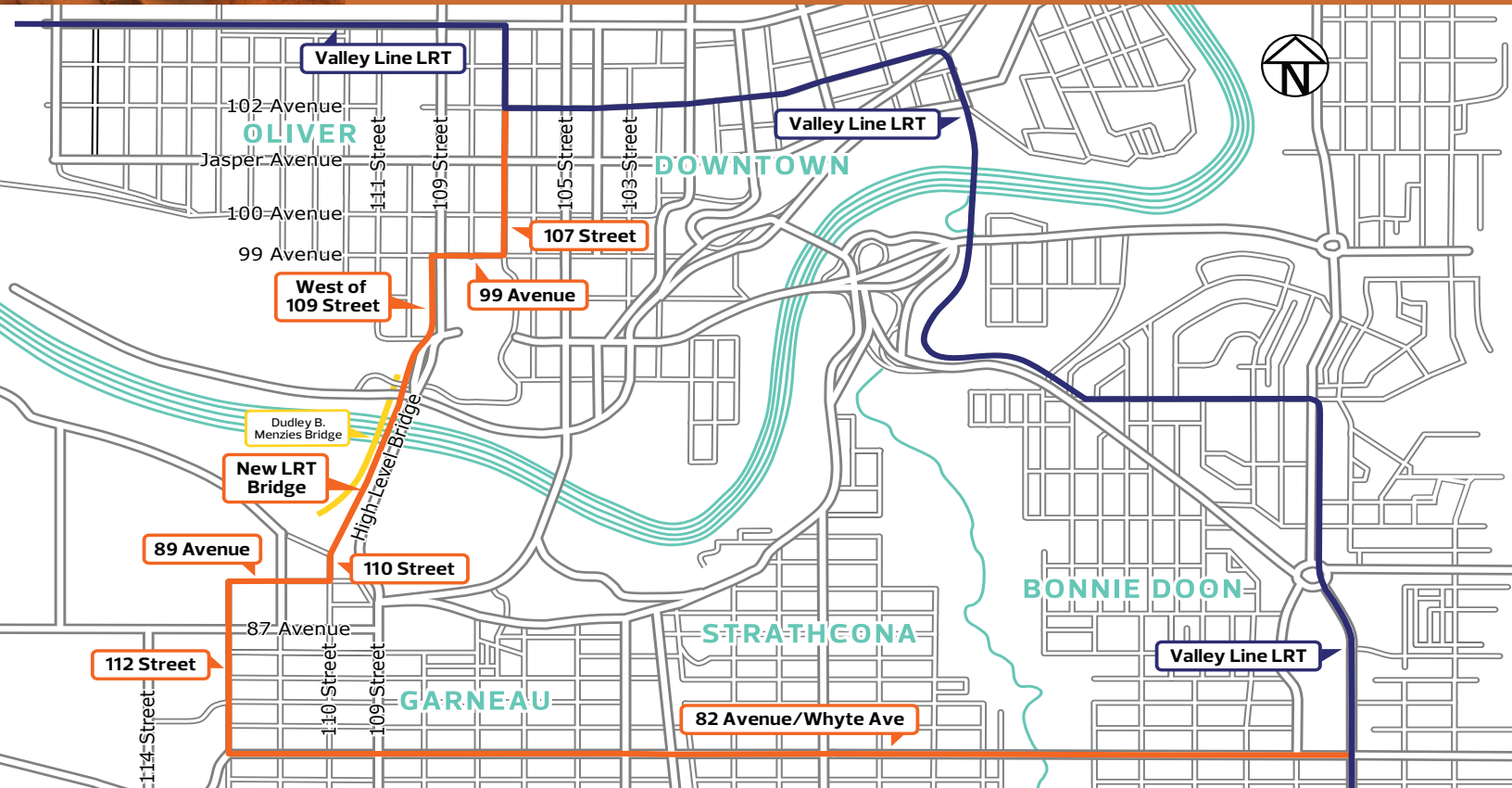
PREFERRED LRT ROUTE

The Centre LRT Study is working to determine the best Light Rail Transit (LRT) route to connect Edmontonians and visitors to Strathcona, Downtown, Bonnie Doon and east Edmonton. The new central route is part of City Council's 2009 long-term LRT Network Plan to create seamless or one transfer connections via LRT and/or bus to all quadrants of the city.

During Phase 1 of the Centre LRT Study public engagement process, consultation activities were conducted with Edmontonians, property owners, businesses, organizations and other stakeholders. They were engaged using a variety of public engagement tactics to gather local knowledge and to better understand local issues, opportunities, concerns and perspectives on the future LRT route.

Phase 1 kicked off in June 2017 with a series of engagement activities:

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| | Public events (3) 445 Attendees | | Public survey 774 completed | | Street team outreach 9 Pop-Up Events |
| | Business surveys 55 completed | | Community Leagues, Property/Business owners, Special Interest Groups - 30 Meetings | | |



WHAT WE HEARD – CITY RESPONSE

Different audiences shared many similarities of opinions. What follows is a compilation of common themes and issues identified across the different engagement tactics and audience groups and a City response to each.

| WHAT WE HEARD | CITY RESPONSE |
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| <p>Consider the impacts to drivers/ vehicle traffic</p> <ul style="list-style-type: none"> → We are concerned that LRT will add to vehicle congestion, delays and accessibility. Where will traffic go if the LRT route impacts traffic flow? → Help us understand how LRT can reduce vehicle congestion? | <ul style="list-style-type: none"> → Impacts to general traffic were considered in determining the preferred route, and will continue to be considered and best mitigated as concept plans are developed. → A focus of the LRT study is to maximize the people capacity of the route. An LRT line can carry the equivalent of 8 lanes of traffic, per direction. That's equivalent to removing up to 5,000 cars off the road network in a single peak hour. |
| <p>Route needs to take us to key destinations</p> <ul style="list-style-type: none"> → We want the LRT route to take transit users to key destinations including: Whyte Avenue, the University of Alberta, Bonnie Doon, Downtown and The King's University. | <ul style="list-style-type: none"> → The preferred route will serve key destinations such as Bonnie Doon, Whyte Avenue, the University of Alberta North Campus, University of Alberta Campus Saint-Jean, the Alberta Legislature and connect with downtown. <p>The route will provide connections to the Valley Line LRT at Bonnie Doon and Downtown (102 Avenue and 107 Street), as well as the Capital Line at University and Corona Stations.</p> <p>The preferred route will be determined to an end point in the Bonnie Doon area. Initial analysis of route options farther east revealed more in-depth studies of this area are required before a preferred route can be determined. This additional work has been deferred to a future study.</p> |
| <p>Main east/west connection should go on Whyte Avenue</p> <ul style="list-style-type: none"> → Consider Whyte Avenue as a preferred route for the main east/west connection; 76 Avenue is considered too far from key destinations and too residential for LRT. | <ul style="list-style-type: none"> → Whyte Avenue has been identified as the preferred east/west LRT route. This is the preferred route choice as it best serves both the community and businesses; it currently has significant transit use; it is a wider street with greater opportunities to integrate LRT; and is preferred by the public and community stakeholders. While this segment will provide better connections to key destinations, this route does present challenges. Trade-offs will need to be made to manage impacts to parking, trees, medians and vehicle space. |
| <p>Use existing infrastructure when possible (such as the High Level Bridge)</p> <ul style="list-style-type: none"> → Consider using existing infrastructure (High Level Bridge) to cross the river; give thought to streetcar preservation. | <ul style="list-style-type: none"> → The High Level Bridge was the initial preference for a river crossing. After investigation it was determined the bridge, with or without extensive upgrades, there would be significant risk related to the additional load of LRT trains. A full replacement for the bridge would be required to accommodate all potential uses. Replacing the High Level Bridge in its current configuration would come with significant construction impacts, including but not limited to road closures on both sides of the river. It is not being recommended. As well, due to the bridge's historical designation (Municipal Historic Resource 1995), the required modifications would not be permitted. <p>The Dudley B. Menzies Bridge was not considered as it runs the Capital and Metro high-floor LRT lines and cannot accommodate the low-floor system of this route.</p> <p>The study reviewed alternative river crossing locations to the east and west of the High Level Bridge and recommends a new bridge located between the High Level Bridge and Dudley B. Menzies Bridge.</p> |

WHAT WE HEARD

CITY RESPONSE

Consider the impacts LRT will have on residents and their property.

- Consider residential impacts such as neighbourhood disruptions, increased traffic (parking and shortcutting), impeded accesses, increased noise from LRT operations, expropriation and decreased property values.
- Impacts to property and neighbourhoods were considered in determining the preferred route, and will continue to be considered to minimize the impacts on property as concept plans are developed.

Good connections between this LRT route and bus routes and other LRT lines is important. Also, consider pedestrian/cyclist connections.

- Consider connections to other modes of transit such as bus routes and other LRT lines.
- The preferred LRT route will provide LRT and/or cross corridor bus route connections to Bonnie Doon, University of Alberta, Grandin Station and Corona Station, as well as a connection to the Valley Line West at 102 Ave and 107 Street.
- Consider how pedestrians (sidewalks, crossings) and cyclists (bike paths, bike lock-up areas) will connect to and use LRT.
- Identifying stop locations and connections to the pedestrian and bicycle network is part of the next phase of this study.

The safety of transit users and of those using the space around the LRT is important.

- Consider the safety/security of transit users both when accessing and riding the LRT.
- Safety is of the highest priority; the design of stops will be open and well-lit. Stops will include security cameras and emergency phones to provide a safe environment for passengers.
- Consider the safety of pedestrians (children, elderly) and cyclists using public spaces around/across the LRT infrastructure.
- The LRT will be designed to clearly mark the pedestrian/passenger areas and access points, as well as how, when and where these cross the LRT.

Environment impacts should be avoided or minimized.

- Will there be impact to mature trees? Especially in older communities? Consider impacts to the Mill Creek Ravine, the River Valley and green spaces/parks in general.
- The selection of the preferred LRT route considered possible environmental impacts. During the next phase of the study (Concept Design), we will identify how best to minimize and mitigate any identified impacts.
Trade-offs in some segments of the route, such as Whyte Ave, may result in impacts to trees. At the point of construction, any impacts to trees would follow the City of Edmonton's Corporate Tree Management Policy (C456A), which directs specific tree protection, preservation, and replacement guidelines for construction.

How the LRT will function and service the community is important to think about now.

- Consider how the LRT will service communities. Consider its efficiency, frequency, reliability, affordability and how to maximize ridership. Speed of service needs to be a faster option than driving.
- The focus of low-floor LRT is to provide reliable, community-focused transit that forms part of the City's overall LRT Network Plan to enhance travel opportunities.

WHAT WE HEARD – CITY RESPONSE *continued...*

| WHAT WE HEARD | CITY RESPONSE |
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| <p>Parking accommodations are important – both for transit users, residents and area visitors.</p> <ul style="list-style-type: none"> ➔ Consider Park and Ride and other areas to park near all stops along route; transit users should not be using residential areas to park. ➔ Will area parking be reduced by LRT infrastructure? | <ul style="list-style-type: none"> ➔ Park and Ride is not being considered as part of the Centre LRT Study. A separate city-wide Park and Ride strategy is being developed by the City. ➔ Potential impacts to parking will be considered in developing the concept plan. |
| <p>Preserving the character, aesthetics and historical buildings along the chosen route is important.</p> <ul style="list-style-type: none"> ➔ Consider the importance of preserving the character of the neighbourhoods the LRT will be passing through. Will the look, feel and walkability of the area as well as historic buildings, homes and trees be impacted? Whyte Avenue is of particular concern. | <ul style="list-style-type: none"> ➔ Low-floor, urban-style LRT provides the opportunity to more seamlessly integrate LRT and transit within a community. The impact on neighbourhoods and historic resources were considered in determining the preferred route. In the Concept Design phase of the study we will continue to consider how to make best use of space to provide for all users. <p>Trade-offs will need to be considered to operate LRT along Whyte Avenue, including for example, parking lanes, travel lane widths, and the centre treed median.</p> |
| <p>Consider area businesses in planning.</p> <ul style="list-style-type: none"> ➔ Consider the impacts to small/ other businesses both during and after construction. | <ul style="list-style-type: none"> ➔ The study has and will continue to consult with businesses and to address and resolve any issues identified. |



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