



Results Report

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March 2009

Downtown to NAIT LRT

Temporary NAIT Station
Visioning Workshop
February 11, 2009
Polish Hall

The Downtown to NAIT LRT Project Team would like to thank everyone who came to the Temporary NAIT LRT Station workshop on February 11, 2009. We greatly appreciate the time and energy you put into the discussion.

All suggestions from the workshop will be considered as the station design progresses. While it is too early in the process to report on each of the individual suggestions; this report provides a response to the overall themes. Watch for more updates through regular newsletters and web site updates.

The workshop on February 11, 2009 was held in response to suggestions from the November 2008 workshops on the MacEwan and Kingsway Stations to also include a Temporary NAIT LRT Station workshop. As a temporary station, design and construction is being undertaken in a way to minimize “throw-away” costs when the station moves to its permanent location north of Princess Elizabeth Avenue. However, it is still important to ensure that the design of the station balances operational requirements with community needs, and the workshop was designed to solicit input on ways to meet this goal.

Copies of this report and the data from each of the workshops can be downloaded by following links to the Downtown to NAIT LRT study at www.edmonton.ca/LRTprojects, or by calling the LRT Projects information line at **780.496-4874**.

Station Security and Personal Safety Considerations

What we heard

The station and pedestrian linkages need to be well lit even when trains are not operating.

What we're doing

This suggestion will be incorporated as part of our commitment to Crime Prevention Through Environmental Design (CPTED) principles. We will also need to address the potential for light to “spill over” onto adjacent residential properties.

What we heard

Maintain access to the laneway between the church and the daycare.

What we're doing

We will incorporate this suggestion.

What we heard

Emergency vehicles need easy access to the station, the laneway, and 112 Avenue.

What we're doing

We are working with Emergency Services to ensure there are easy emergency access routes to these areas and the overall community. Emergency response routes are being identified as part of the study. We will post this information on the web site.

What we heard

Do not create hiding places, such as below the platform, or in non-transparent, closed-in shelters.

What we're doing

We will incorporate this suggestion into the design.

What we heard

Security within the neighbourhood must be maintained.

What we're doing

This is an important part of using CPTED principles in design. We will also seek expertise to review and ensure appropriate safety and security measures are in place.

ETS has also launched Transit Watch – a public awareness and crime prevention program modeled after “Neighbourhood Watch”. ETS also participates in other community safety initiatives such as DARE (Drug Abuse and Resistance Education), Neighbourhood Watch, Safe Stranger, and Crime Stoppers.

What we heard

Need for a barrier to ensure privacy of homes with safety in mind.

What we're doing

We will review landscaping and other ways to provide a separation between the residential area and the LRT “Right-of-Way”.

What we heard

Concern about a potential for increased crime at station. Need to include monitored cameras and emergency push buttons that connect immediately to a person.

What we're doing

Monitored cameras and emergency phones will be placed at the station. ETS has also launched Transit Watch– a public awareness and crime prevention program modeled after “Neighbourhood Watch”. ETS also participates in other community safety initiatives such as DARE (Drug Abuse and Resistance Education), Neighbourhood Watch, Safe Stranger, and Crime Stoppers.

What we heard

Concerns about the safety of children at day care centre directly behind station.

What we're doing

ETS provides safety training and awareness programs. A new program – TraXsafe – was recently created with a component targeted to younger children. This program is being used in the McKernan-Belgravia area, where a new LRT line and station are opening in April 2009 adjacent to McKernan school. These programs will be available for the day care.

Ideas and concepts to integrate the station into the adjacent communities

What we heard

General route removed from the area.

What we're doing

City Council has approved the LRT Concept Plan from Downtown to NAIT, and this Concept Plan includes the LRT in this area.

While there are concerns about neighbourhood impacts, they can be addressed. And it's important to remember that the LRT will also bring many benefits to the area, including new landscaping and increased transportation options including light rail transit service, walking, and cycling.

What we heard

Can the route be underground? On the west side of 106 Street? Or utilize the Arby's location for the station?

What we're doing

City Council has approved the LRT Concept Plan from Downtown to NAIT, and this Concept Plan includes the LRT on the west side of 106 Street.

What we heard

Reduce parking overspill from the temporary station.

What we're doing

We are reviewing the existing Residential Parking Program to determine if any additional measures of changes may be needed to the program when the LRT Station opens.

What we heard

Maintain current berm/green space buffer for residents most affected by station (i.e. right across the service road from station).

What we're doing

We will seek to maintain the berm as much as we can through the design. Retaining walls will be considered to preserve the height of the berm if the actual berm can not be maintained. We will also enhance the green space with additional landscaping.

To reduce land requirements and preserve the berm as much as possible, we will not build a separate multi-use trail. Instead, we will retain the existing sidewalk on the east side of the service road, and mark a bike lane on the service road for cyclists.

What we heard

Match the neighbourhood's architecture (traditional, classic, brick).

What we're doing

For buildings, we will need to use materials that reduce potential "throw away" costs because the station is being built as a temporary facility. However, when looking at the material choices and designs we can use, we will work towards this principle as much as possible.

Important considerations for movement of pedestrian, bicycle and vehicular traffic

What we heard

Move LRT to the west side of 106 Street. Put station by businesses vs. the community.

What we're doing

City Council has approved the LRT Concept Plan from Downtown to NAIT, and this Concept Plan includes the LRT on the west side of 106 Street.

What we heard

Is it possible to move the station north of Princess Elizabeth since most pedestrians are going to NAIT?

What we're doing

The approved LRT Concept Plan ends at Princess Elizabeth Avenue. Options to move the station north to a permanent location will be reviewed as part of the upcoming Northwest LRT study.

What we heard

Considerations to avoid using local area as Park n'Ride and avoid privatization of parking in local neighbourhood.

What we're doing

We are reviewing the existing Residential Parking Program to determine if any additional measures of changes may be needed to the program when the LRT Station opens.

What we heard

Maintain existing crosswalk at 112 Avenue by either elevated crosswalk at 112 Avenue, or integrated safe crossings.

What we're doing

We will incorporate safe, accessible designs for street-level crossings at 111 Avenue and 113 Street.

A pedestrian overpass would not be feasible in this area. To make an overpass work, we would need to build a significant structure including ramps, walls and barriers in order to make it more convenient for pedestrians to cross using the overpass, than to find a way around it and cross at street level. The type of structure needed would not be appealing in a residential community.

What we heard

How are we dealing with increased pedestrians at the intersection of Princess Elizabeth Avenue and 106 Street? How are pedestrians from Kingsway to the station being accommodated?

What we're doing

We are still working out exact details of the pedestrian crossing locations, which will consider the number, origins and destinations of the pedestrians travelling to and from the station. This includes reviewing crossing signal timings, locations, and the need for any safety equipment.

What we heard

Maintain access to the church parking lot, including funeral processions.

What we're doing

Access from the parking lot to Princess Elizabeth Avenue will be maintained. There will not be access from the service road to 106 Street; however, alternate routes are available.

Additional issue raised at the Workshop.

What we heard

The loading zone for the day care is a requirement of the development permit/building permit/bylaw regulations. Should the loading zone or the required parking areas be compromised, the day care would be at risk for losing its status as a day care facility.

What we're doing

The loading zone stalls will be maintained. The LRT project is not expected to impact the parking lot.

Stay informed.

If you would like to receive regular information on the Downtown to NAIT LRT study, please join our e-mail list by sending your contact information to **LRTProjects@edmonton.ca** (type 'subscribe to NLRT email' in the subject box).

You can also receive printed updates by calling the LRT Projects Information line at **780.496.4874** and leaving your name and address. Updates will also be posted on the website at **www.edmonton.ca/LRTprojects**.