



Capital Line South LRT Extension (CLSE)

Community Advisory Committee (CAC) Meeting # 5 Record

August 29, 2018, 6 to 8:30 PM

Ellerslie Rugby Park

Identifying information has been removed to meet the Freedom of Information and Protection of Privacy Act (FOIP). The subjects discussed, and decisions reached, are summarized in the following record. 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
Southwest Area Council (SWAC)
Heritage Point Community League
Member at Large
Member at Large
Yellowbird Community League and SWAC
Member at Large
Blackmud Creek Community League
City of Edmonton, Ward 10, Executive Assistant to Councillor Walters
City of Edmonton, Project Manager
City of Edmonton, Engineer
Engineering Consultant Project Manager
Public Engagement Consultant Team Lead
Public Engagement Consultant Team

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

Note:

- Comments/questions/input from the CAC are recorded here in ***bold italics***.

Item
<p>1. Welcome & Introductions</p> <p>Attendees introduced themselves and provided their affiliations to the committee. Executive Assistant to Councillor Walters attended to represent Councillor Walters.</p> <p>Project Manager thanked the committee members for investing their time to serve on the Community Advisory Committee.</p>
<p>2. Public Meetings</p> <p>a. Dates & Locations- Tuesday Sept. 18 at Ellerslie Rugby Park Hall, 5:00 PM to 8:30 PM and Thursday, Sept. 20 at Johnny Bright School, 5:00 PM to 8:30 PM</p> <p>b. Format - Drop-In, with display boards, discussion tables, roll maps, renderings, presentations on LRT Safety and on LRT Noise, staff for explanation and to answer questions</p> <p>c. Display Boards - there will be display boards on all aspects of the CLSE including environmental, traffic modelling, changes to the 2010 plan, grade crossings, etc. Some of the boards used in April will be used again for background information.</p> <p>New boards on What We Heard from at the April Public Meetings, grade separations and preliminary results from the 2018 survey will be shown. Discussion and feedback took place for the proposed new boards.</p> <p>d. Discussion Tables - will be set-up for information and feedback on the potential Twin Brooks Station and the Operations and Maintenance Facility.</p> <p>e. Presentations - Each event the LRT Safety Presentation will be at 6:00 PM. The Noise Presentations will be at 7:00 PM</p> <p><u>Questions, Comments and Suggestions from CAC Members on Public Meetings</u></p> <p><i>Are the renderings artist renderings or engineering renderings? They should be easy for the public to read and understand.</i> They will be coloured and look like what the suggested plan is. Engineered renderings were done in 2010 but most to be presented in September will be new with new concepts that fit the Sustainable Urban Integration guidelines.</p> <p><i>The LRT Safety and Noise presentations need to be less technical than those presented at the CAC meeting in April. They were difficult to follow for those not familiar with the terms and concepts.</i> We will ask those presenters to revise their presentations for the public meetings.</p> <p><i>Is the alignment still the same as in 2008 and 2010?</i> Yes, with a few minor tweaks such as a slight change in alignment of the tunnel under 23 Avenue. The changes will be clearly indicated at the meetings.</p> <p><i>Will there be activities for children at the meetings? If so, it should be advertised so the public knows they can bring children.</i> Yes there will be but it is not a babysitting service. It is self-directed</p>

activities for kids of all ages. This will be indicated in the meeting promotions, where possible, but much of the advertising and promotion is already finalized.

The URL's (web addresses) for all related projects should be given out at the public meetings for reference. If possible, QR codes should be provided. Project team will prepare a list URL's for related projects and will investigate if QR code can be used.

The map sometimes shown that includes the Ellerslie Road to 41 Ave SW portion of the LRT line is misleading. This project only goes from Century Park to Ellerslie Road so only that part of the map should be shown on materials. Or if you show both, then indicate the timing for both so people know it is not up for discussion now.

Grade Separation & Boards - Questions, Comments and Suggestions:

Has a final decision been made on grade separations? Yes the recommendation from Administration, to City Council (who make the final decision) will be a tunnel under 23 Avenue (as approved in 2010), and at grade (street level) crossings at Saddleback Road/111 St, 12 Avenue/111 St, and 9 Avenue/111 Street.

The grade separation recommendations and their implications (traffic congestion) need to be "spelled out" on the boards. Also, the term "grade separation" is not familiar to many so should be explained or another term used whenever there is reference to it (above street level, at street level or below street level). The changes/additions will be made to the boards to reflect these suggestions.

Will there be boards explaining the Crossing Assessment Framework? Yes and there will be traffic modelling information and a video showing how traffic would move along with LRT.

Expected wait times should be indicated with the traffic modelling information. eg. Average wait time to turn left at intersection X, during peak hours, will be four minutes. These wait time estimates aren't available right now but we will indicate that the timing of traffic signals and LRT will be refined once it is in place to improve traffic flow.

The crossings being recommended to be at-grade are all based on cost aren't they? And on traffic modelling.

More information needs to be given to the public on how long they will wait for trains to cross. Traffic modelling is defective the minute it is done. The City needs to learn from past mistakes like putting the crossings at University Avenue and at Kingsway Avenue at-grade. Wait times there are ridiculous. The Crossing Assessment Framework was not in place when University Avenue and Kingsway Avenue crossings were determined so they might be different if they were being built today.

It's important to tell the public, on a board, that the Crossing Assessment Framework only came into place in June 2017.

In the Summer 2018 survey, users couldn't tell the difference between trenched and tunnelled images. It would be good to show examples, at the Public Meetings, of where each can be found in Edmonton. There are no trenched crossings in Edmonton but we will try to get photos/drawings of some in Calgary to show.

Scoring of the Crossing Assessments that were done should be shown to the public. They will want to know how the recommendation for at-grade crossings came about. Those numbers are being finalized and will not be ready in time for the public meetings. Criteria will be included in the November 6 report going to City Council. ***If the numbers aren't ready for the September meetings, then indicate, on a board, when and where those assessments will be available.***

What We Heard Board - Questions, Comments and Suggestions:

Information in the table should be bulleted so it is easier to read.

Grade Separations - see CAC member questions, comments and suggestions above

Crime/Safety - Can you say that crime did not increase when the University to Century Park LRT became operational? As I understood, there are no statistics from before the LRT went in, to compare them with. We will check into this with the Community Safety Liaison. It was the project team's understanding that her statistics showed that there were similar changes in crime in areas with LRT as without LRT.

Capacity - Addressing capacity by having more frequent trains means there will be more traffic problems (trains crossing intersections more often). Edmonton Transit System is looking at solutions for capacity and for when the whole LRT network is built out. They are responsible for the operations of buses and LRT.

Peaks hours and special events need to be treated differently than off-peak times.

Bus service to LRT stations - Bus stops need to be close to LRT stations, especially for seniors or mobility challenged. Bus service must be better or everyone will drive to and park at a Park and Ride.

Noise and Vibration- Suggest adding some facts and details to the board.

Park & Ride - suggest adding that the second phase of the Heritage Valley Park and Ride is based on ridership and funding.

Address parasitic parking at the public meetings.

Add whether the parking spots are free or paid, and if paid, the hours for which the stalls are reserved. At Century Park it is not clear that you must pay to park and vehicles get ticketed or towed.

Provide information on the future of Century Park, Park and Ride.

A representative from Heritage Valley Park and Ride will attend the CLSE Public Meetings.

Shuttle Bus between Century Park and Heritage Valley Park & Ride - The schedule is currently being developed by Edmonton Transit System. *It will have to be convenient with short wait times or people won't use it.*****

Connection to Future Hospital- The Heritage Valley Neighbourhood Structure Plan began recently and will look at meeting the needs of LRT to the future hospital. The URL for that project will be provided at the public meetings so the public can learn more about it.

Other Concerns/Key Messages - *Will there be bike storage/lockers at the LRT stations?*** They are being looked at for the Twin Brooks Station and we will remind the designers of this. They were cut**

out of the initial stage of the Heritage Valley Park and Ride for monetary reasons but they are planned for the second phase.

Will there be bike racks at all stations? Yes.

Will there be security cameras pointing at the bike racks? The project team will check on this and advise for it to be so.

Will there be ski racks at the stations like at Century Park? The project team will ask the designers about the possibility.

Are the pedestrian crossings 3-way at the intersections where LRT crosses? Yes, these will be visible on the traffic modelling videos and plans.

Information should be given at the public meetings on pedestrian crossings pointing out that the crossings will be u-shaped rather than direct and that crossing times will be longer because pedestrians have to cross 3 times rather than just once.

3. Grade Separation Survey

a. Results to August 22 (preliminary -survey does not close until Sept 5)

In the preliminary survey responses (979 to August 22) most respondents favoured grade separation of some kind at Saddleback Road and at 12 Avenue NW. There was support (66%) for a station at Twin Brooks.

Grade Separation Survey - Questions, Comments and Suggestions:

The advantages of at-grade crossings that were listed in the survey don't seem like advantages to me. The project team shouldn't "sugar-coat" things because you lose credibility and make people mad. The only advantage of at-grade crossings is decreased cost. We realize the advantages are subjective and it is a good lesson for us not to include them as such. Advantages that are technical may not be practical. We will change this for future surveys and public engagement.

With at-grade crossings at 9 and 12 Avenues, if they are blocked there is only one other way out of the neighbourhood and that is 127 Street onto Anthony Henday Drive. The project team is aware of that.

4. Next Steps

Public Meetings - the feedback and input received will be summarized into a What We Heard document. Feedback will be considered by the project team when finalizing the Preliminary Design Plan. The changes to the 2010 Preliminary Design Plan will go to City Council on November 6, 2018 for their review and decision on approval.

Final CAC Meeting - the CAC will meet for "debriefing" in late fall, and to provide input for public engagement on future projects (what worked, what didn't work, etc.). The project team will send out some potential dates, to the members, closer to the time.