

### Citizen Working Group - Zone "G" (Stony Plain Road)

#### MINUTES

Meeting # 7	Location: Room 335, main floor, centre section, Orange Hub, 10035-156 Street
Date: April 10, 2019	Time: 7:00 pm - 9:00 pm

Members		Attendance
Peter Doell	West Jasper / Sherwood Community League	✓
Currently unassigned	Glenora Community League	
Allan Bly	Grovenor Community League	
Tony Lovell	Canora Community League	
Barb Busse	Britannia Youngstown Community League	
Diane Kereluk	Stony Plain Road and Area Business Association	
Salim Keshwani	Stony Plain Road and Area Business Association	
Christine Lefebvre	Old Glenora Conservation Association	✓
Corie Martin	School sector - Glenora School Parent Advisory Council	✓
Rosalind Sydie	Public at Large	✓
Dinah Plamondon	Public at Large	✓
Taylor Soroka	Jasper Place Wellness Centre	
Kajsa Duke	Public at Large (Group "F" shared member)	✓
Jack Stuempel	Community Relations Advisor (Facilitator)	✓

Guests		Attendance
Eva Cheung	Valley Line West Project Manager	✓
Hazel Battad	Engineering Project Manager	✓
Brian Murphy	City of Edmonton Parking Services	✓
Ginny Kulak	Valley Line Communications Support	✓

1.	Welcome & introductions	Action by:
	<ul style="list-style-type: none"> <li>Attendees introduced themselves.</li> </ul>	
2.	Confirmation of agenda	
	<ul style="list-style-type: none"> <li>The agenda was adopted as circulated.</li> </ul>	
3.	Previous minutes	
	<ul style="list-style-type: none"> <li>The minutes of the previous meeting were accepted as circulated with the following change: the speed of the train at Glenora School mentioned in the January 17 Meeting Minutes will be 50 km/h, however as it slows to come into the stop, the speed will be 35 km/h.</li> </ul>	
4.	Status of action items	
	<p>a. <u>Glenora Community League member (Jack)</u> A new member has not been identified. CWG meeting minutes are being distributed to the Community League.</p> <p>b. <u>Information on property acquisition (Jack)</u> Hazel indicated she will approach Property Services to explore the possibility of having a representative speak to the group at a future meeting about the property acquisition process, including implications for residential and business property owners and tenants.</p> <p>c. <u>Presentation from Urban Planning (Jack)</u> This is still being pursued for a future meeting.</p> <p>d. <u>Summary bulletin to community (Jack / Eva)</u> Bulletins will go out as email updates. The materials from the Capstone event will be available on the project website within the next day. Additional reports (council amendments, Stony Plain Road one-way report, etc) will also be posted as part of the Capstone summary. Group members suggested that distributed information be prepared for easy sharing with links to further information.</p> <p>e. <u>Presentation from Parking Services (Jack)</u> The presentation has been arranged for this meeting.</p> <p>f. <u>LRV Stopping Distance (Eva)</u> At 50 km/h, the stopping distance would most likely be between 60-90m. For reference, a bus would have a stopping distance of 25-45m.</p> <p>g. <u>Intersection safety decision trees (Eva)</u> Eva will continue to gather information on this.</p>	<p>Hazel</p> <p>Jack</p> <p>Eva</p>
5.	Parking Services / non-resident parking	
	<p>Brian Murphy of Parking Services (Manager of Parking Assets) spoke to the group. Highlights included:</p> <ul style="list-style-type: none"> <li>Residential Parking Programs (RPPs) were developed to manage the availability of parking in specific residential areas experiencing urban growth and increased visitor demand. An RPP does not eliminate non-resident or public parking and it does not guarantee residents an on-street parking space. The programs were designed to allow for expansion to meet the changing behaviour of non-resident parking while</li> </ul>	

maintaining equitable Public Road Right of Way and local amenity access.

- An example of a parking program that has expanded is the University of Alberta program. With the development of the University facilities and the addition of an LRT line, the U of A parking program has 5 distinct program areas with a sixth area coming on line this year as a result of an LRT Stop. RPPs are reassessed as communities change.
- RPPs are established where on-street parking availability is greatly reduced due to proximity to major learning institutes, sports event facilities, major medical institutions, and in residential areas adjacent to commercial areas or LRT stations. The residential area impacted by the above conditions must be implemented over a sufficient area so the influx of non-resident parking does not shift to the adjacent roadways.
- Features & Benefits of an RPP include:

Features	Benefits
Time Restricted Parking	Parking Turnover (enforcement)
Set Hours of Operation	Clear messaging of when parking can occur (enforcement)
Permit Issuance to Qualified Residents	Allowed to Park during Time Restrictions
Short Term Visitor Permits	Out of town guest parking, home renovation trades parking, health services parking, social event parking

- It is anticipated that, in future, a maximum of 2 permits will be issued per household, and visitor permits will be available through a self-service option. Future enforcement will be done with camera cars, so license plate numbers will be required for any permits.
- The design plans for the Valley Line West will be reviewed to assist in parking planning. Beginning with a review of current conditions, the area around each stop/station within an 800m radius will be assessed. The effect of Transit Oriented Development on residential parking will also be considered. The plan is for RPPs to be in place 6 months before the line opens (but after major construction activities are completed), and they will be reassessed after the line is open.
- As zoning bylaws change, parking policies and programs are likely to evolve as well. Parking guidelines are currently under review, with an information report to go to Council later in the year, to be followed by public engagement and implementation in 2020.
- In response to a question whether parking restrictions could affect short-cutting behaviour, it was noted that several City departments are working together to develop a measured approach that takes all factors into consideration.
- Additional discussion included the challenges of achieving an appropriate balance between the availability of space for parking and the expectations of residents.

6.	Project update	
	<p><u>Funding &amp; Procurement</u></p> <ul style="list-style-type: none"> <li>On March 11, 2019, the federal government announced \$948 million in funding for Valley Line West.</li> <li>This followed the November 2018 provincial announcement of \$1.04 billion of the total \$2.6 billion estimated expansion cost.</li> <li>The City’s portion is to be approved by Council in April.</li> <li>The Request for Qualifications (RFQ) was issued March 8; closes in April. Later in the spring, after reviewing the RFQ responses, the City is to prepare a short list of qualified teams.</li> <li>By early summer, the City plans to issue a Request for Proposals (RFP) to short-listed teams which will be invited to submit bids for a Design-Build-Finance arrangement to complete detailed design and construction.</li> <li>It is anticipated that a preferred proponent will be selected in spring 2020.</li> <li>Operations &amp; maintenance arrangements will be made separately.</li> </ul> <p><u>Completion of preliminary design</u></p> <ul style="list-style-type: none"> <li>A “Capstone” event to present completed preliminary design and other information was held April 9 at West End Christian Reformed Church</li> <li>An additional daytime session is to be held at City Hall April 18 (11 am - 2 pm)</li> <li>A new booklet, which includes a new infographic on public engagement undertaken for the project, as well as updated renderings, has been issued.</li> </ul> <p><u>Upcoming/recent reports to Council</u></p> <ul style="list-style-type: none"> <li>Network Operations presented a report to Council and Executive Committee regarding shortcutting mitigation.</li> <li>The report indicated that public engagement is to occur in 2023 in advance of LRT service commencement. Administration has been directed to engage sooner and create “if this, then that” mitigation plans for possible short-cutting during and after VLW construction. This will involve a review of traffic volumes and circulation, and an assessment of available tools for mitigation purposes.</li> <li>Property acquisition is ongoing, approval being obtained from Council to proceed with expropriation if necessary.</li> </ul> <p><u>Other</u></p> <ul style="list-style-type: none"> <li>Pre-construction building condition assessments will begin later this spring. The condition of about 500 properties will be documented, and affected owners will be notified. In response to a query, Jack will check if Glenora School is on the list.</li> </ul> <p><u>Status of various suggestions received during community input:</u></p> <ul style="list-style-type: none"> <li><i>Additional stop between 149 Street and 156 Street:</i> has been submitted to ETS for consideration in the context of the bus strategy.</li> <li><i>A consistent 60 kmh speed limit on 111 Avenue:</i> has been considered by Network Operations but no change is anticipated in the current 50 kmh zones due to factors such as residential areas, schools, lack of service roads or median boulevard</li> <li><i>Elimination of north/south movements at Stony Plain Road and 136 Street:</i> is expected to be considered as part of the shortcutting study</li> </ul>	Jack

	<p>and will likely become part of the Network Operations engagement of Glenora School and Parents’ Council.</p> <ul style="list-style-type: none"> <li>● <i>Counterflow lanes on 102 Avenue</i>: was addressed in a report to Council’s Urban Planning Committee in October 2018; administration will be investigating “smart signals” instead.</li> <li>● <i>Pedestrian “scramble” phase at 124 Street</i>: has been added to possible methods being reviewed to address queuing concerns.</li> </ul> <p><u>Crossovers (follow-up from a previous query):</u></p> <ul style="list-style-type: none"> <li>● The system will have a limited number of crossovers which can shift trains to the parallel track (eg. for maintenance or to bypass a breakdown). Though rarely used, they must satisfy the requirements for noise &amp; vibration thresholds.</li> </ul>	
7.	Round Table	
	<ul style="list-style-type: none"> <li>● A group member expressed concern over sidewalk conditions to access the LRT in the winter, as the conditions around City bus stops have not been good.</li> <li>● A group member inquired what the grey circles seen on the large-scale maps at the Capstone event represent. It was explained that these identify trees near the project limits which the team will try to preserve. Noting that these are not very clearly visible in the booklet, it was suggested that Jack might be able to provide a higher resolution PDF to allow a closer look. [Follow-up: The downloadable PDF version of the <a href="#">Valley Line West LRT booklet</a> allows zooming in to give a better view].</li> <li>● Group members inquired about the significance of dashed lines on the large-scale maps It was explained that these represent overall project boundaries. Residents and owners of any properties required within this area would have been notified. There are no plans to widen 136 Street.</li> <li>● Responding to a question about changes in traction power substation (TPSS) locations, Eva explained that factors have included land and technical considerations.</li> <li>● There was discussion regarding pedestrian crossings, with Eva confirming that the crossing at 125 Street will have a pedestrian-activated signal. The current signal at 147 Street will be removed, with a pedestrian-activated signal to be installed at 148 Street to line up with the footbridge into MacKinnon Ravine, and another being added at 146 St. It was suggested these changes from the current condition be noted for Grovenor’s attention.</li> </ul>	
8.	Next meeting	
	<ul style="list-style-type: none"> <li>● The group agreed to target September 19, 2019 for the next meeting.</li> </ul>	

Notes by Ginny Kulak and Jack Stuempel