



**SHARE YOUR VOICE**

**SHAPE OUR CITY**

*This is your city.*

*We welcome your input on how we maintain, grow and build Edmonton.*

*We believe engagement leads to better decision-making.*

*We are committed to reaching out to our diverse communities in thoughtful and meaningful ways.*

*We want to understand your perspectives and build trusting relationships with you.*

*We will show you how you help influence City decisions.*

*Share your voice with us and shape our city.*

## **Reporting Back - WHAT WE HEARD - 2018**

### **Capital Line South LRT Extension (CLSE)**

Summer 2018 Survey, August 6 to September 6, 2018

Public Meetings, September 18 and 20, 2018


#### **Project/Initiative Background**

In September 2016, the federal government provided funding to support further development of the LRT Network Plan by the City of Edmonton. As one of several City transit projects utilizing this funding, the City undertook supplemental work on the Capital Line South LRT Extension.

Updating of the preliminary design was initiated in June 2017 and will be completed by the end of 2018.

No timeline or funding for construction have been confirmed.

The 2018 work looked at the feasibility of adding a station adjacent to Twin Brooks and the potential for crossings to be raised or lowered from street level (grade separations), at 9 and 12 Avenues on 111 Street, and at Saddleback Road/111 Street. The crossing at Ellerslie Road will be determined in the Neighbourhood Area Structure Plan #14. Integration of the stations and the Operations and Maintenance Facility, into the adjacent communities with respect to aesthetics and materials, was also considered.

<b>Name</b>	<b>Capital Line South LRT Extension Survey</b>
<b>Date</b>	August 6 to September 6, 2018
<b>Location</b>	<a href="http://www.edmonton.ca/capitalsw">www.edmonton.ca/capitalsw</a> and at <a href="http://www.edmonton.ca/surveys">www.edmonton.ca/surveys</a>
<b>Contact information</b>	Adonis Dichoso <a href="mailto:adonis.dichoso@edmonton.ca">adonis.dichoso@edmonton.ca</a>
<b>Level of public engagement</b>	
<b>Description</b>	These public engagement activities were held to confirm and/or advise on the preliminary design updates for the Capital Line South LRT Extension.

## WHAT WAS DONE - CLSE Public Engagement - 2018

Note: For Public Engagement Activities and Feedback from 2017 see What We Heard Report November 2017, on the project web page at [www.edmonton.ca/capitalsw](http://www.edmonton.ca/capitalsw)

### Community Advisory Committee

An advisory committee, made up of representatives from neighbouring community leagues and organizations, provided input and feedback to the project team at meetings held on November 8, 2017 and January 31, March 28, April 25 and August 29, 2018. The final meeting is planned for November 22, 2018. The agendas and meeting minutes from these meetings can be found on the project web page at [www.edmonton.ca/capitalsw](http://www.edmonton.ca/capitalsw)

### Survey, August/September 2018

An online survey was conducted from August 6 to September 6, 2018. The survey was available on the project webpage and at [www.edmonton.ca/surveys](http://www.edmonton.ca/surveys). The survey provided information to the public about City Administration's proposed recommendations for grade separations at intersections between Century Park Station and a future station at Ellerslie Road between 127 and 135 Streets SW. The intersections are along 111 Street NW at Saddleback Road, and at 9 and 12 Avenues NW. The survey was at the "Advise" level of public engagement and gathered public preferences on these grade separations and asked the public whether or not they supported the addition of a station at Twin Brooks (111 Street between 9 and 12 Avenues). General comments were also be left by respondents.

The survey was promoted with approximately 20,000 non-addressed postcards distributed throughout the project area, with portable roadside signs, and through pop-ups.

A summary of the 2018 survey results are found below in this document.

## **Pop-Ups, August 2018**

Eight community based pop-ups, to provide information on CLSE and to get responses to the survey, took place on:

August 14, 2018 at Square 1 Coffee

August 17, 2018 at Grindstone Theatre, Fringe Festival

August 19, 2018 at Grindstone Theatre, Fringe Festival

August 24, 2018 at Century Park Station

August 25, 2018 at Whitemud Library

August 25, 2018 at Grindstone Theatre, Fringe Festival

August 29, 2018 at Century Park Station

August 30, 2018 at Heritage Valley Library

At the pop-ups, the public answered the online survey questions via tablets with assistance from project staff. Surveys completed at the pop-ups are included in the survey results below.

## **Public Meetings, September 18 & 20, 2018**

Public meetings, with a total of 393 attendees, were held from 5:00 to 8:30 pm on September 18 at the Ellerslie Rugby Park and on September 20 at Johnny Bright School.

This "Advise" level of public engagement was held to provide information on the CLSE and for the public to advise and/or confirm the preliminary design updates, specifically on the integration of the Operations and Maintenance Facility, the proposed Twin Brooks Station, the Anthony Henday Drive Bridge, and the updated streetscape, connections and other amenities in the communities.

The public meetings were promoted through non-addressed postcards distributed throughout the project area, with portable roadside signs, emailed invitations to identified stakeholders, newspaper advertisements, and through community leagues.

Information sharing was done through display boards, project area maps, discussion tables for the potential Twin Brooks Station and the Operation and Maintenance Facility, a video of traffic modelling at intersections/crossings, a video of a train operating on the CLSE alignment, and by project staff available to provide information and answer questions.

Feedback was collected from the public through a comment form, verbally to project staff, and by comments left on project maps and display boards at the events. The public could submit comments for two weeks after the event by way of email, fax, mail or phone. The project team received 61 comment forms, approximately 250 map and board comments and addressed many in-person questions/concerns.

A summary of the feedback received at the 2018 public meetings is found below in this document.

## SUMMARY OF RESULTS AND FINDINGS

### Results and Findings: Online Survey, August 6 to September 6 2018

A total of 1,696 surveys were received with 4,695 comments. Results, not including detailed comment summaries, were provided as information to the public at the September 2018 public meetings.

The survey questions are outlined and summarized below in the order in which they were asked in the survey. Respondents could select which questions they wanted to respond to; therefore not all questions have 1,696 responses.

### Grade Separation

#### **Grade Separation Overall** - Comments pertaining to all grade separations

Comment themes:

- No lengthy wait times for traffic and pedestrians due to LRT crossing at-grade
- LRT is a long-term investment; consider the future even at additional costs
- Other large cities do not use at-grade crossing
- LRT must not have negative consequences or it will not be adopted for use
- Frustration with at-grade crossings on the current Capital and Metro LRT lines
- Concerns about emergency access with at-grade crossings

#### **Grade Separation at Saddleback Road at 111 Street NW**

Based on the Phase One: Initial Screening for the LRT Crossing Assessment Framework, it was determined that a grade separation for this intersection is not needed. City Administration's recommendation is an At-Grade crossing.

#### **Which grade crossing option do you prefer?** (1,108 participants)

<b>Grade Crossing - Saddleback Road at 111 Street NW</b>	<b># of responses</b>	<b>% of responses</b>
At-Grade Crossing	316	29
Elevated Crossing	324	29
Urban LRT Underpass (Trenched) Crossing	189	17
Tunnel Crossing	257	23
No preference	22	2

**Note:** Not At-Grade (including elevated, urban LRT & tunnel) responses total 770 (69%)

### Why do you prefer that option? (983 participants, summarized comments)

#### At-Grade Crossing

- Traffic volumes are not high enough at this location to warrant grade separation
- Cheapest

#### Grade Separated Crossings

- No wait time for traffic
- No bells or arms
- Safer than at-grade

### Grade Separation at 12 Avenue at 111 Street NW

12 Avenue NW is one of two intersections that provide access into the adjacent neighbourhood of Twin Brooks along 111 Street. Based on the LRT Crossing Assessment Framework an At-Grade crossing will meet the needs of traffic, pedestrians and LRT at this intersection. City Administration's recommendation is an At-Grade crossing.

### Which grade crossing option do you prefer? (1,075 participants)

Grade Crossing - 12 Avenue at 111 Street NW	# of responses	% of responses
At-Grade Crossing	339	32
Elevated Crossing	248	23
Urban LRT Underpass (Trenched) Crossing	193	18
Tunnel Crossing	263	24
No preference	32	3

**Note:** Not At-Grade (including elevated, Urban LRT & tunnel) responses total 704 (65%)

### Why do you prefer that option? (894 participants, summarized comments)

#### At-Grade Crossing

- Traffic volumes are not high enough at this location to warrant grade separation
- Cheapest

#### Grade Separated Crossings

- No traffic congestion at an already busy intersection
- Safer than at-grade

## Grade Separation at 9 Avenue at 111 Street NW

9 Avenue NW is one of two intersections that provide access into the adjacent neighbourhood of Twin Brooks along 111 Street. An elevated crossing at this location is not possible due to the distance required between the AltaLink overhead high voltage power lines and the LRT. A tunnel or Urban LRT Underpass is not possible due to distances required from underground pipelines and utilities, and from the potential Twin Brooks Station. An At-Grade Crossing is being recommended by City Administration as no other option is possible at this location.

### Do you have any comments on the At-Grade Crossing? (712 participants)

Comment themes (summarized):

- One of 9 or 12 Avenue NW crossings must be grade separated for neighbourhood access
- No lengthy wait times for traffic and pedestrians due to LRT crossing at-grade
- At-grade crossings will cause significant traffic problems on an already busy street (111 Street)
- Spend the money to grade separate
- Frustration with at-grade crossings on the current Capital and Metro LRT lines

## Potential Twin Brooks Station

A station at Twin Brooks is being considered to provide increased access to the LRT.

### Do you support the addition of a station at Twin Brooks, between 9 and 12 Avenues along 111 Street NW? (1,342 participants of which 226 were from Twin Brooks)

Addition of station at Twin Brooks	# of total responses	% of total responses	% of Twin Brooks responses
Yes - support it	890	66	65
No - do not support it	340	25	31
No preference	112	8	3

### Why? (1,125 participants)

Comment themes (summarized):

#### "Yes" responses

- More stations increase accessibility
- If Twin Brooks residents will be inconvenienced by the LRT then they should have a station for easy access

#### "No" responses

- Twin Brooks does not have the population to support a station
- Additional cost and time for another station

Responses from Twin Brooks residents

- A station will increase access for residents and is welcomed
- Concerns about effects on neighbourhood (close to homes, increased crime, parasitic parking, etc.)

## **Do you have any other comments you would like to provide regarding the Capital Line**

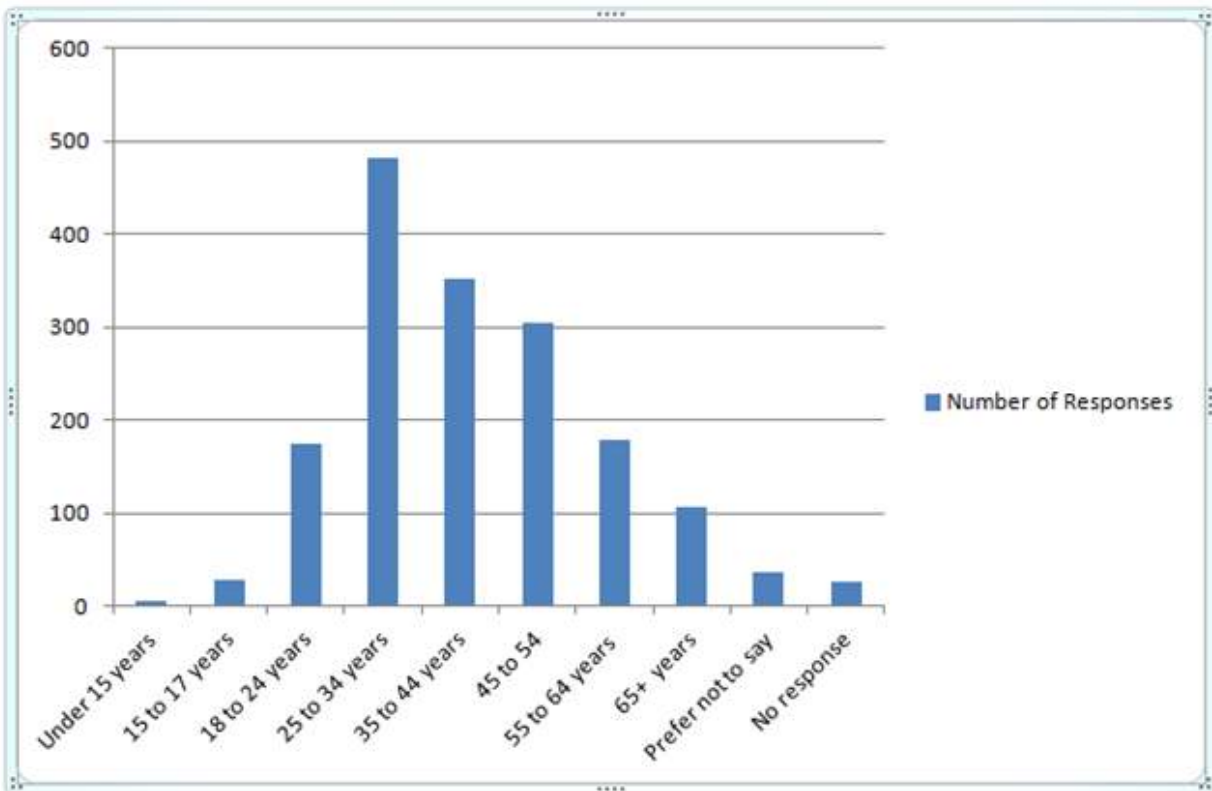
### **South LRT Extension?** (715 participants)

Comment themes (summarized):

- Build it as soon as possible
- Remember past mistakes of at-grade crossings
- Don't base decisions only on cost
- Build LRT for the future
- More stations increases access

## **Survey Demographic Results**

### **Age Category of Respondents** (1,695 participants)

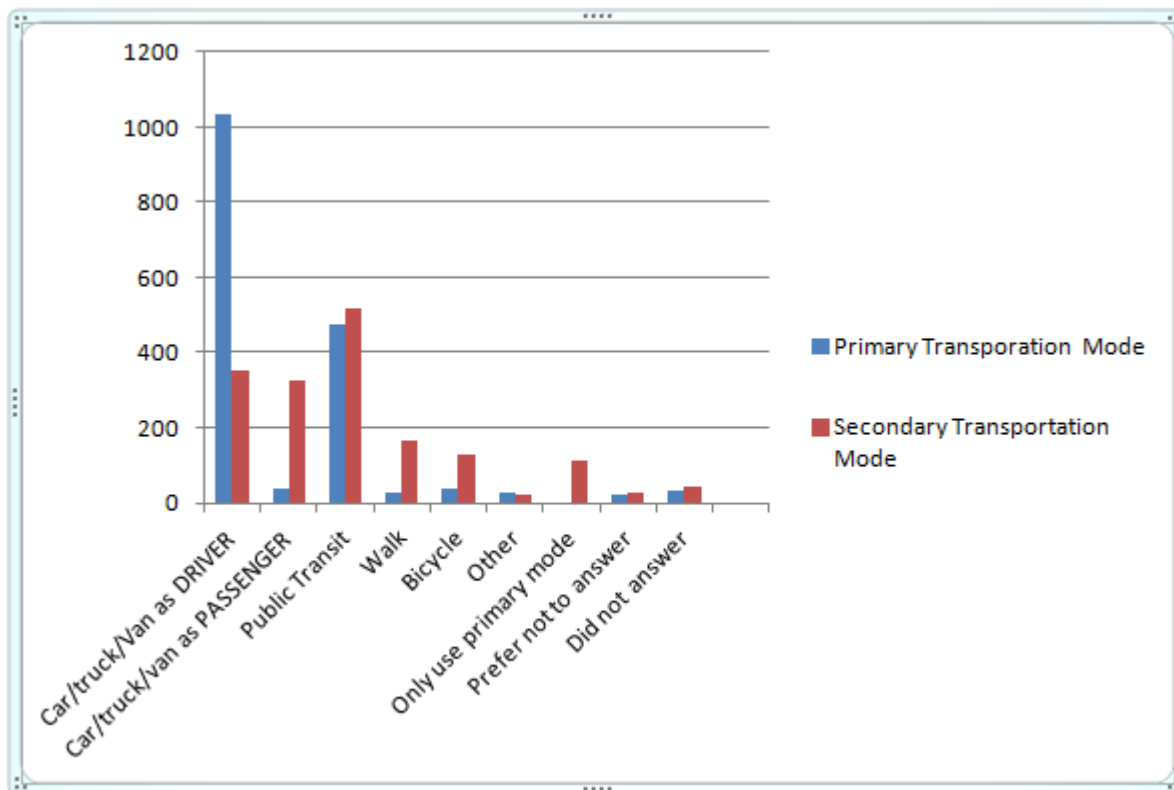


**Neighbourhood of respondents: (1,695 participants)**

Neighbourhood (alphabetical)	# of responses	% of responses	Neighbourhood (alphabetical)	# of responses	% of responses
Allard	76	4	MacEwan	71	4
Blackmud Creek	42	2	Rutherford	166	10
Blue Quill	27	2	Skyrattler	70	4
Callaghan	41	2	Twin Brooks	233	14
Chappelle Area	49	3	No response	146	9

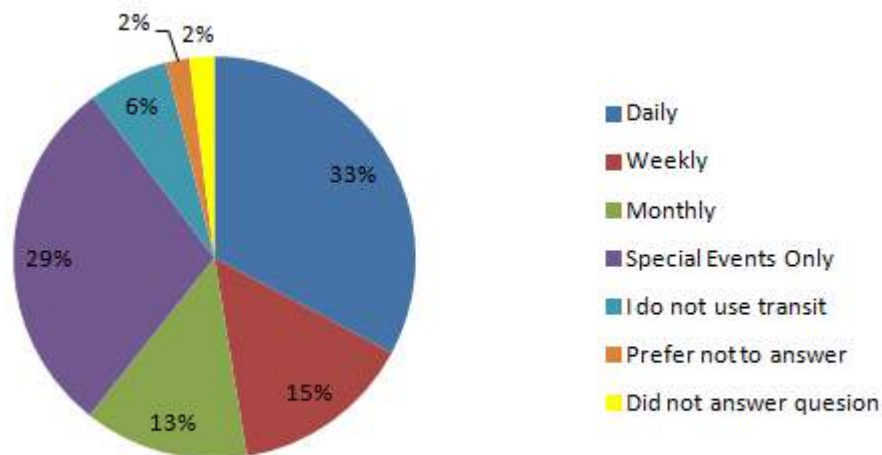
*Neighbourhoods with responses of less than 2% are not included*

**Transportation Mode of Respondents: (1,695 participants)**





## Frequency of Transit Use by Respondents: (1,696 participants)



## Results and Findings: Public Meetings, September 18 and 20, 2018

The main themes, listed in alphabetical order, of feedback received through comments forms, verbal feedback, input provided on maps, boards and at discussion tables were:

- **119 Street Access to Twin Brooks from Anthony Henday Drive**
  - keep the 119 entrance/exit from Anthony Henday Drive open particularly if 9 and 12 Avenues at 111 Street have at-grade crossings
  - if 119 access is left open, need to extend the on and off lanes on Anthony Henday Drive
- **119 Street Connection to 23 Avenue Across Blackmud Creek**
  - would like to see the connection of 119 Street across Blackmud Creek to 23 Avenue reconsidered as it was part of original Transportation Master Plan
  - providing a 119 Street link across Blackmud Creek to 23 Avenue would help alleviate some of the traffic congestion if 9 and 12 Avenue crossings are at-grade
- **Access**
  - concerns over access to neighbourhoods, particularly Twin Brooks and Skyrattler if crossings are at-grade
  - access is currently a problem without LRT
- **Bridge Over Anthony Henday Drive**
  - both support and lack of support for design
  - design doesn't fit in with neighbourhood

- if this is the structure that is required then trestle is ok
  - would like to see a more signature design
  - would like pedestrian/cycling trail with bridge
  - would like to see fences to protect wildlife
- **Bridge Over Blackmud Creek**
    - lower the bridge and lead it into a tunnel under 12 Avenue and up to Twin Brooks Station
- **Bus Service**
    - poor bus service keeps people from using LRT as they can't get to stations timely or efficiently
    - must have good bus connection to LRT stations
    - must have bus stops close to stations
    - bus pull-outs are required along 111 Street so traffic doesn't backup behind buses
- **Congestion/Traffic**
    - concern about negative traffic implications particularly at crossings that are recommended to be at-grade
    - City should learn from past mistakes of at-grade crossings and subsequent traffic issues
    - require more and longer turning lanes along 111 Street
    - how can predictions be made for the future if today's numbers are not known
    - concern that traffic wait times at crossings (at-grade) will be as long as they are on existing Capital Line (University to Century Park)
    - synchronize traffic signals along 111 Street - a problem now
- **Crime**
    - concern particularly around stations
    - anticipate increases in crime with LRT
    - feel security on and around LRT is lacking
- **Grade Separation**
    - strong preference for grade separation rather than at-grade crossings at Saddleback Road/111 Street, and at 9 and 12 Avenues and 111 Street
    - grade separate at least one of 9 or 12 Avenues
    - concern over emergency access for at-grade crossings
    - concern over traffic implications of at-grade crossings
    - build LRT properly the first time - grade separate
    - learn from past mistakes of at-grade crossings along 114 Street and on Kingsway Avenue
- **Noise and Vibration**
    - concerns over both, particularly bells at crossings, and noise at stations
    - noise attenuation will be necessary
    - current City standard of 65 dBA averaged over 24 hours is not acceptable
- **Operations and Maintenance Facility (OMF)**
    - like the bowed roof and "green" plans

- is away from neighbourhoods so ok as planned
- keep existing tree stand and use trees in landscaping
- use non-industrial looking siding and fencing
- **Parking**
  - around proposed Twin Brooks Station will be a problem
  - anticipate increased "parasitic" parking - already a problem as people park in the neighbourhood then get on buses
- **Park and Ride**
  - Heritage Valley Park & Ride needs to have more stalls
  - need more Park and Ride locations
- **Pedestrians/Cyclist Crossings**
  - 111 Street pedestrian crossing at 9 and 12 Avenues must be above or below grade for children crossing 111 Street to go to school
  - three-way pedestrian crossing at 9 Avenue/111 Street should be reconsidered - people will jaywalk
  - have underground pedestrian crossing like at Belgravia station
- **Public Engagement**
  - concern that City doesn't listen to/act on public feedback
  - decisions are solely based on cost not on what the public wants
- **Twin Brooks Station**
  - both support and lack of support for station
  - too far between Century Park and Ellerslie without another station
  - not enough ridership to warrant a station
  - will cause parking, crime and traffic problems
  - must have parking at the station or at least a drop off/pick up area
  - station would be welcomed and used

## WHAT'S NEXT?

On November 6, 2018 the recommended updates to the 2010 CLSE Preliminary Design will be taken to City Council for review and potential approval. If approved, these changes will become part of the 2018 Preliminary Design for CLSE.

***Thank you for participating in sharing your voice and shaping our city.***

For more information on City of Edmonton public engagement, please visit [www.edmonton.ca/publicengagement](http://www.edmonton.ca/publicengagement)