



## Citizen Working Group - Zone "B" (River Valley)

### MINUTES

Meeting # 4	Location: Edmonton Ski Club, 9613 - 96 Ave
Date: Tuesday, October 11, 2016	Time: 7:00 p.m. - 9:00 p.m.

Members		Attendance
David Kahane	Riverdale Community League	✓
Sandra Sperounes	Riverdale Community League	
Jodine Chase	Riverdale Community League	✓
Paul Bunner	Cloverdale Community League	✓
Peter McFarlane	Cloverdale Community League	✓
Jason Yeung	Strathearn Community League	✓
Dan Jancewicz	Strathearn Community League	
Nancy Rempel	Bonnie Doon Community League	
Andrew Leach	Bonnie Doon Community League	
Alice Harkness	Bonnie Doon Community League (alternate)	
Ken Saunders	Edmonton Ski Club	✓
Chris Perl	Edmonton Ski Club	✓
Bob Meyer	Edmonton Folk Music Festival	✓
Patrick Tso	Edmonton Chinese Garden Society	✓
Rhonda Norman	Muttart Conservatory	
Michael Duerr	Muttart Conservatory (alternate)	
Lorrie Deutscher	Public at Large	
Matt Knight	Public at Large	
Jack Stuempel	Community Relations Advisor (Facilitator)	✓

Guests		Attendance
Michelle Ponich	TransEd LRT	✓
Scott McGeachie	TransEd LRT	✓
Three members of the public were also in attendance		



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1.	Welcome & introductions	Action by:
	<ul style="list-style-type: none"> <li>Meeting attendees introduced themselves.</li> </ul>	
2.	Confirmation of agenda	
	<ul style="list-style-type: none"> <li>The agenda was confirmed. It was requested that future agendas be distributed as Word documents as well as PDFs.</li> </ul>	Jack Stuempel
3.	Previous meeting minutes	
	<ul style="list-style-type: none"> <li>The group accepted the minutes of the previous meeting.</li> </ul>	
4.	Status of action items	
	<p><u>Intersection of Connors Road and 95 Street</u></p> <ul style="list-style-type: none"> <li>This item was deferred at the request of a member who could not be present.</li> </ul> <p><u>Input into TransEd engagement process</u></p> <ul style="list-style-type: none"> <li>TransEd noted that it had held a drop-in session regarding work on the south side of Connors Road and another is scheduled to provide information about construction-related activities on 95 Avenue.</li> <li>TransEd suggested that it would be in a better position to provide information about work in the river valley in the early spring. The group considered this acceptable, with the understanding that information on specifics such as the removal of the Cloverdale footbridge and the design of the Muttart stop should be provided as soon as it is available. It was emphasized that there is keen interest in timely and reasonably detailed schedule information.</li> <li>It was noted that the Chinese Garden Society is planning a major event next year. It would be useful to be able to refer to an updated project schedule on the TransEd website.</li> <li>It was also suggested that the level of detail in communications be increased as certain works become imminent or active and that way-finding related to the Valley Line and other projects in the area be coordinated and made as user-friendly as possible.</li> <li>Additional suggestions for the TransEd website, which is preparing for a refresh, included having material dated to help visitors determine its freshness, and to ensuring it is at least as complete as (or linked to) information available from other sources such as news media.</li> </ul> <p><u>Traffic signals on 98 Avenue in Cloverdale</u></p> <ul style="list-style-type: none"> <li>The City still intends to engage the Cloverdale community on upgrading one of the existing pedestrian signals on 98 Avenue to a full traffic signal. The plan had been to coordinate with TransEd's planned engagement session. However, if the TransEd session doesn't occur until the spring, the City might proceed sooner.</li> </ul>	<p>TransEd</p> <p>TransEd</p> <p>TransEd</p> <p>TransEd</p> <p>Jack Stuempel</p>
5.	Construction Schedule Update	
	<ul style="list-style-type: none"> <li>TransEd presented an update on its construction activities. Highlights included:</li> </ul>	



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	<ul style="list-style-type: none"> <li>• Geotechnical assessments are occurring in the vicinity of 95 Street and Cameron Avenue to confirm conditions in preparation for final design in the area.</li> <li>• There are laydown areas on both sides of the river. The north laydown area will soon expand to support tunnel construction.</li> <li>• Berms are nearing completion on both sides of the river to prepare for the removal of the footbridge before construction begins on the new Tawatinâ bridge. This work is being done in compliance with requirements of the Department of Fisheries and Oceans, which include restoring the river bottom to its original condition.</li> <li>• The timing of the footbridge removal remains subject to a variety of factors including weather, but is expected to be done by the end of the year. TransEd has a window of 34 months to restore cycling/pedestrian access across the river at this location.</li> <li>• Timing of construction of the tunnel access road has not been fully confirmed.</li> <li>• Tree and shrubbery removals have occurred on Connors Hill to allow geotechnical assessments to confirm subsurface conditions for the design of the retaining wall in that area.</li> <li>• Work will be well under way on Connors Road by next July and August. A follow-up meeting will be held with the Edmonton Folk Music Festival to ensure coordination with next year's event.</li> <li>• About 45% of TransEd's designs have been completed. Some of the details at the Muttart stop remain to be confirmed.</li> <li>• TransEd's CEO explained some of the work that occurs in the background in preparation for construction, noting that while the overall arrangement of the new LRT line is well-established, the final design activities deal with technical elements required to meet the City's specifications. It isn't possible to design everything simultaneously, so designs in some areas are further advanced than others. This, in turn, has enabled construction activities to proceed sooner in some areas than others, such as 66 Street south of Whitemud Drive.</li> <li>• TransEd's attention was drawn to Riverdale's desire for the tunnel access road to be located as far west as possible, and to have the location communicated to the community once established.</li> <li>• There was a question regarding the certainty of elements such as the planned level crossing at 82 Avenue (as opposed to grade separation). It was confirmed that the alignment, both horizontal and vertical, has been locked down and will not change.</li> <li>• The group reiterated previously-expressed hopes that schedules be confirmed and communicated as early as possible and that disruption to communities be kept to a minimum. Members also urged that opportunities be provided to allow input into aesthetic elements of the</li> </ul>	<p>TransEd</p> <p>TransEd</p>
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	structure that will carry the LRT over 98 Avenue.	
6.	Resolving Final Design Elements	
	<ul style="list-style-type: none"> <li>• TransEd reported that the wildlife underpass (follow-up: dimensions are approximately 1.5 metres high / 2.2 metres wide) on Connors Hill has been confirmed as being required.</li> <li>• A final determination on a "pocket track" at the Muttart stop has not been made. TransEd will be submitting a proposed design for City review in the near future. It was noted that the City's review will include consideration of long-term future needs.</li> <li>• There was a question when and how TransEd might consult with neighbourhoods about finishing details such as surface treatments of public-facing structures. TransEd will follow up.</li> </ul>	TransEd
7.	River Valley Trail Detours	
	<ul style="list-style-type: none"> <li>i. Active transportation diversion to Cameron Ave.</li> <li>ii. Decision-point signage</li> <li>iii. Compounded impacts from other projects</li> </ul> <ul style="list-style-type: none"> <li>• It was explained that TransEd had responded to previous suggestions from the group by taking the City's original trail connectivity commitments and adding enhancements to provide better connectivity, way-finding and coordination with other projects, such as the Mechanized River Valley Access (funicular) project which was approved after the Valley Line commitments were made. The City is also in the process of establishing a new accessible trail in Louise McKinney Riverfront Park to be part of the system in spring 2017.</li> <li>• Members of the Riverdale community have noticed that with the trail disruptions, much bicycle and foot traffic now uses Cameron Avenue to exit the valley trail system, with some spilling onto the road which is somewhat constrained.</li> <li>• Suggestions for overall improvements included ensuring that: <ul style="list-style-type: none"> <li>• Impacts of Grierson Hill Road closures on trail detours are identified and addressed by maintaining trail continuity with appropriate wayfinding information.</li> <li>• Impacts of the recently-approved new cycle track are identified and addressed.</li> <li>• Where possible, roadway detours retain lane turning movements to prevent congestion.</li> <li>• Relocation of bus stops is minimized.</li> </ul> </li> <li>• The contractor's efforts to accommodate trail traffic during intermittent trail closures for construction activity near the footbridge were acknowledged.</li> </ul>	City via Jack Stuempe
8.	Non-resident parking & shortcutting in Riverdale	
	<ul style="list-style-type: none"> <li>• In addition to its use as a trail detour, Riverdale residents believe</li> </ul>	



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	<p>Cameron Avenue is being used increasingly as a source of parking for downtown and arena events. There also appears to be an increase in traffic seeking shortcuts, causing concerns over safety and congestion on this local street. Community representatives would like the City to consider establishing parking and local traffic restrictions, as well as a reduced speed limit and signage emphasizing the shared-use nature of the street.</p>	<p>City via Jack Stuempel</p>
9.	<p>Repurposing Cloverdale footbridge components</p> <ul style="list-style-type: none"> <li>The City and TransEd have been considering a suggestion that deck timbers from the Cloverdale footbridge be offered to the community for landscaping or similar purposes. TransEd reported that it has reservations about providing the timbers due to uncertainty about chemicals they may have been treated with. However, TransEd has salvaged benches from the bridge and is able to offer them to the community leagues represented at the working group.</li> <li>The City and TransEd will further investigate options for the deck timbers.</li> </ul>	<p>TransEd / Jack Stuempel</p>
10.	<p>Proposal for edible plantings (food forest) in LMRP</p> <ul style="list-style-type: none"> <li>There has been a suggestion from the Riverdale Community League that the project consider an "edible food forest" as part of the landscaping plan, similar to an initiative further west in the river valley, at the mouth of MacKinnon Ravine.</li> <li>In discussion, it became clear that there are a number of unanswered questions, including the types of edible plantings that would be appropriate, the flexibility of the project agreement with TransEd, coordination and approvals required, etc. It was agreed that the idea is worth further investigation.</li> </ul>	<p>David Kahane / TransEd / Jack Stuempel</p>
12.	<p>Round Table</p> <ul style="list-style-type: none"> <li>There is curiosity about the timing of the removal of the existing Muttart storage shed.</li> <li>In response to questions: <ul style="list-style-type: none"> <li>If the pocket track at the Muttart stop is deemed to be unnecessary, the northbound service road will remain closed, as the closure is required to minimize the need for retaining walls and is unrelated to the pocket track.</li> </ul> </li> </ul>	<p>TransEd</p>
13.	<p>Next Meeting</p> <ul style="list-style-type: none"> <li>It was agreed that as long as there is reasonable communication in the meantime, it would be acceptable to wait until early spring 2017 for the next meeting. This is to be reconfirmed during the winter.</li> </ul>	<p>Jack Stuempel</p>

Notes by Jack Stuempel