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*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

### Capital Line South LRT Extension (CLSE)


#### Information Session, November 29, 2017

#### Project/Initiative Background

In September 2016, the federal government provided funding to support further development of the Light Rail Transit (LRT) Network Plan by the City of Edmonton. As one of several City transit projects utilizing this funding, the City is now undertaking supplemental work on the Capital Line South LRT Extension. Updating of the preliminary design was initiated in June 2017, and is scheduled for completion at the end of 2018. No timeline or funding for construction have been confirmed.

The current work is to validate and update the 2013 preliminary design and look at the feasibility of adding a potential station adjacent to Twin Brooks, and assess the potential for crossings to be raised or lowered, from street level, at 9 and 12 Avenues on 111 Street, at Saddleback Road, and at Ellerslie Road. A potential Operations and Maintenance Facility (OMF), south of Anthony Henday Drive, is also being considered. Integration of the LRT and associated structures within the corridor and into the adjacent communities, with respect to connectivity, aesthetics and materials, is also being reviewed.

<b>Name</b>	<b>Capital Line South LRT Extension Public Meeting</b>
<b>Date/Location</b>	November 29, 2017, 4-8 PM, at the Ellerslie Rugby Park Hall
<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>	This public engagement was held to validate, confirm and/or advise on the preliminary design updates for the Capital Line South LRT Extension.

## SUMMARY

An information session, with 395 attendees, was held at the Ellerslie Rugby Park from 4:00 to 8:00 PM on November 29, 2017. This was held in conjunction with two other City projects: Heritage Valley Park and Ride Project and the 135 Street/Anthony Henday Drive Connection Project.

The key consultation point for the public was “Concepts for the CLSE public spaces (boulevards, trails, landscaping, etc.) were developed in 2010. Do these still meet your needs? How can we make this LRT extension best fit into your neighbourhoods?” The public was asked to advise on these concepts through a public survey that was available at the event, and online for two weeks afterwards, and through commenting on project maps at the event.

The main themes of feedback received, listed alphabetically below, were:

- **Crime** - is a concern and must be addressed at all stages
- **Extension Beyond Ellerslie Road** - the LRT should continue to the proposed new hospital and Heritage Valley Town Center
- **Grade Separation** - will be required at 9 and 12 Avenues, Saddleback Road, and at Ellerslie Road or traffic and neighbourhood access will be greatly affected
- **LRT and Bus Service** - must be timely and efficient or no one will use them
- **LRT Operations & Capacity** - concerns that there will not be enough capacity during busy times, would like to see more stops on LRT routes in general
- **Nature (trees, wildlife, creek)** - must minimize impacts on these
- **Noise and Vibration** - are a concern, noise attenuation will be necessary, particularly just south of 23 Avenue on the west side of 111 Street
- **Operations and Maintenance Facility (OMF)** - large industrial facility may not fit into residential neighbourhood
- **Parking/Park and Ride** - must have sufficient capacity
- **Shared-Use Paths/Sidewalks/Pedestrians/Cyclists** - must be well lit, safe, and have good connections to neighbourhoods and stations. Swing gates should not be used as they are a barrier for all modes to cross tracks
- **Stations** - must be easy to access, safe, clean, fit into neighbourhoods
- **Traffic** - concern about traffic implications

This public feedback, with regards to how the LRT and its facilities fit within the corridor and the adjacent communities, will be considered by the project team, along with other criteria such as safety, standards and guidelines, in the development of the updated preliminary design.



## WHAT WAS DONE

**Summer 2017 - Survey** An online survey was conducted over the summer of 2017. This was promoted through mailings to all property owners in neighbourhoods adjacent to the project area and with portable signs in the same areas. The survey gathered information on the public's understanding of the Capital Line South LRT Extension, comments and concerns, and provided input on the existing preliminary design and the potential changes. A summary of the survey results can be found on the project web page at [www.edmonton.ca/capitalsw](http://www.edmonton.ca/capitalsw)

**Summer and fall 2017 - Pop-Ups** A variety of pop-up dates and locations took place throughout the summer and early fall of 2017. At the pop-ups, the public answered the same survey questions as were asked online. Surveys completed at the pop-ups are included in the survey summary, outlined above.

**Community Advisory Committee** - An advisory committee, made up of representatives from neighbouring community leagues and organizations, is providing input and feedback to the project team throughout the project.

**November 29, 2017 - Public Meeting** - An information session, with 395 attendees, was held at the Ellerslie Rugby Park Hall from 4-8 P.M. on November 29, 2017. This was held in conjunction with two other City projects: Heritage Valley Park and Ride Project and the 135 Street/Anthony Henday Drive Connection Project. Display boards, a video of an LRT train running along the CLSE extension route, project area maps, and staff were all part of the information sharing. Questions were encouraged and answered. Feedback was collected from the public through a survey that was available at the event, and online for two weeks afterwards, and from comments provided on project maps at the event. The project team received 109 surveys.

The information session was promoted through 22,836 non-addressed postcards distributed throughout the project area, with portable roadside signs, emailed and mailed letters to identified stakeholders, newspaper advertisements, social media, on the City of Edmonton website, and through community leagues.

More public meetings will be scheduled in 2018, and will be posted on the project webpage as the dates are known.

## RESULTS AND FINDINGS

- Of the 109 surveys completed at the event, or online afterwards, most respondents came from Twin Brooks and Rutherford neighbourhoods.
- Forty-four per cent of respondents had previously completed the online survey or visited a pop-up event in the summer of 2017 for this project.
- There was confirmation that the proposed themes for the stations and route were appropriate.

### Comments on the following features of CLSE

**Trail Locations** (32% commented, 68% did not)

- Must be safe, well lit, not hidden, not too close to tracks

- Both sides of 111 Street
- Provide good trail access to stations from adjacent neighbourhoods
- Shared-use path required on Anthony Henday Drive Bridge

#### **Cyclists Needs** (36% commented, 64% did not)

- Shared-use trails preferred over bike lanes on road
  - Shared-use trails are safer
  - Cyclists have to ride to the sidewalk to press the pedestrian crossing buttons anyway
  - Shared-use path beside Century Park should be a model
  - Don't waste money on dedicated bike lanes
- Bike parking with cages and secure lock-ups at stations
- Allow bikes on the train

#### **Pedestrian Needs** (33% commented, 67% did not)

- Shared-use paths for all are the best use of resources
- No swing gates at crossings or intersections; they are a barrier to crossing
- Easier access off platforms
- Concerns for pedestrians getting across 111 Street at 12 Avenue and 9 Avenue
- Underground trains will alleviate pedestrian concerns

#### **Pedestrian Connectivity** (36% commented, 64% did not)

- Need pedestrian connection/shared-use paths from all local communities into transit centre
  - Summerside, Rutherford, Ambleside, Blackmud Creek, MacEwan specified
  - Conducive to developing healthy lifestyles and environmentally friendly
  - Minimal disturbance of nature
- Overhead walkways required (111 Street, Saddleback Road, Anthony Henday Drive, 127 Street specified)
- Remember we are a winter city

#### **Landscape** (36% commented, 64% did not)

- Current themes are nice
- Plant trees and shrubs to replace those being cut down for construction
- Don't waste money on landscaping
- As little interruption of forest and natural areas as possible
- Trees for noise attenuation

#### **Fencing** (30% commented, 70% did not)

- Need sound barriers
  - Specified at Twin Brooks (particularly at condo complex south of 9 Avenue), along Anthony Henday Drive west of MacEwan, along 111 Street by Skyrattler, along Ellerslie Road at 127 Street
  - For noise from bells
  - Berms are best for noise reduction
- Critical for safety and to minimize crime
- Ensure fencing for safe wildlife passage in Blackmud Creek ravine
- Low maintenance
- Not required

### **Lighting** (31% commented, 69% did not)

- Crucial for safety on walkways and at stations and Park and Ride
  - Must be considerably improved from current stations, especially in parking areas
- Night sky compliant
- Low profile lighting
- Use LED for lighting
- Do not use LED for lighting (bright white light is blinding)

### **Furniture** (28% commented, 72% did not)

- Heaters are critical in all LRT and bus shelters
- Plenty of waste receptacles
- Places to sit
- Should allow for homeless to sleep on or in
- Not required - never used
- Do not provide ashtrays - it promotes smoking
- Coffee/vending machines

## **Other elements the respondents felt important regarding the CLSE**

### **Extension Beyond Ellerslie Road**

- Extend the LRT to the new hospital, Heritage Valley Towne Centre and the airport

### **Grade Separation**

- Must have grade separation at Saddleback Road, 12 Avenue and 9 Avenue intersections
  - More expensive initially but worth it in the long-run
  - Don't repeat the (*current*) 111 Street level crossings mistakes again
  - Without a grade separation, Twin Brooks access will be chaos
  - Keep LRT underground from 23 Avenue to Anthony Henday Drive

### **Noise**

- Noise concerns for homes west of 111 Street, particularly south of 23 Avenue in Skyrattler

### **Parking/Park and Ride**

- Parking required at Century Park
- Build the Heritage Valley Park and Ride for more vehicles than currently planned for
- Parkade would allow for more spaces

### **Stations**

- Support for Twin Brooks station
- More stations/stops required on all LRT lines
- Could "portable stations" be set-up on the line to evaluate usage?
- Fully enclosed, heated, well lit stations with modern amenities (charging stations, bike and car share, convenience store, etc.)

## Traffic

- Traffic impacts on 111 Street will be extreme
  - More lanes will be required
  - Access to neighbourhoods a concern, particularly Twin Brooks

## Other

- Aesthetically pleasing art from local artists
- Wayfinding required
- Animal crossings required over tracks at Anthony Henday Drive
- Good access is the key to success and usage
- Keep it safe, without creating a visual barrier
- Very excited for the proposed project to proceed

## Not Related to Capital Line South LRT Extension

- Decommission the traffic lights at Chappelle Drive and 141 Street SW - not needed until further development occurs
- Improve the detour from 141 Street to 41 Avenue SW at Chappelle Drive

**How can the Operations and Maintenance Facility (OMF) best "fit" into the site** (with regards to the look and feel, including: aesthetics, screening, fencing, landscape and other elements that you think are important)? (44% commented, 56% did not)

- The OMF should not be so close to the future hospital - move it further south
- Put OMF on the west side of the LRT tracks
- Visually pleasing with natural, park-like grounds
  - Not a long flat, grey storage building completely disconnected from the neighbourhood
  - Public art on wall facing the Anthony Henday
  - Naturalize to provide a green barrier
  - Make it blend but also stand out as an architectural piece of art
- Suggest Transit Oriented Development above the OMF, as in London
- Noise attenuation will be required
  - OMF will add noise to the MacEwan neighbourhood which is already noisy from Anthony Henday Drive
  - Noise attenuation should be the priority
- Don't build it

## Roll Map Comments/Feedback

Note: *Comments are summarized and in alphabetical order by topic*

### Crime

- Concerns about increased crime particularly around stations
  - LRT is easy getaway vehicle
  - Edmonton Police Service statistics demonstrate this clearly
  - Drunks and public urination at stations
  - Graffiti

- LRT stations do not equal crime

### **Extension Beyond Ellerslie Road**

- Capital Line South should be extended south of Ellerslie Road to serve the new hospital, high school and areas south

### **Grade Separation**

- Grade separation is required
  - At 9, 12 and 23 Avenues and at Saddleback Road
  - At 9 and 12 Avenues
  - At 9 Avenue
  - At 12 Avenue
  - At Saddleback Road
  - At 23 Avenue, as in current plan
  - At Ellerslie Road
  - Should be underground from 23 Avenue to Blackmud Creek
  - Should be underground from 23 Avenue through 9 Avenue
  - Should be above ground at 9 Avenue
- A must for school access and emergency vehicles
- Would help noise and traffic concerns

### **LRT and Bus Service**

- Improve bus service in neighbouring communities, particularly to and from LRT stations
  - Frequency and reliability need improvement
  - Would reduce the need for Park and Ride
  - Much quicker to drive than bus and/or LRT
  - Whole system should be re-evaluated
- Concerns about the reliability of the shuttle from Heritage Valley Park and Ride to Century Park
  - If it is not good service, no one will use it
  - Will likely be faster to drive to work
- Improve online information about bus and LRT service, particularly the weekend schedule

### **LRT Operations**

- Concerns about the capacity of the LRT as it is currently very crowded during rush hours - need more than 3 or 4 cars
- Transformers on the existing LRT do not function well on semi-cold days - this will continue to be a problem
- More stops needed on LRT routes

### **Nature - trees, wildlife**

- Suggestion to provide trees to the South West Area Council (*of Community Leagues*) to have community volunteers plant them. Sense of community engagement, noise barrier, greener initiative, and a livable neighbourhood
- Provide lots of trees along the route

- Be sure to consider safe wildlife passage along Blackmud Creek, under 111 Street and under the LRT bridge

#### **Noise and Vibration** (See also - Operations and Maintenance Facility)

- Concern about noise along the route/Noise attenuation required
  - Crossing arms are noisier than the trains
  - Anthony Henday Drive is noisier than LRT will be
  - Nice looking noise walls required
  - Need berms and/or trees and /or walls

#### **Operations and Maintenance Facility**

- A noise wall is required around the Operations and Maintenance Facility
- Put the Operations and Maintenance Facility on the west side of the LRT
- A tall visual screen is needed around the facility

#### **Parking/Park and Ride**

- Park and Ride makes this project viable
- Needs lot of affordable parking

#### **Shared-Use Paths/Sidewalks/Pedestrians**

- Shared-use paths must be safe, well lit and kept away from tracks
  - Provide a physical barrier between tracks and walkway
- Provide direct access to Ellerslie Station from adjacent neighbourhoods
- Shared-use trails should extend on both sides of 111 Street between 23 Avenue and Anthony Henday Drive and alongside bridges
- Ensure good connections for pedestrian movement
- Extend "barriers to access" provision in LRT guidelines to pedestrian crossings -swing gates create barriers across 111 Street
- Suggestion for overhead walkways and/or four-corner crossings for better pedestrian movement

## **WHAT'S NEXT**

All public feedback concerning how the LRT and it's facilities fit, or are integrated, within the LRT corridor and the adjacent communities, (including connectivity/trails, materials, landscape) will be considered by the project team, along with other criteria such as safety, standards and guidelines, in updating the 2013 preliminary design. At the next public meeting, what was or was not incorporated and why will be explained. Feedback on the updated preliminary design will be received for additional consideration and refinement.

The potential Twin Brooks Stop and the Operations and Maintenance Facility will require approval by City Council before proceeding. If approved, the feedback received will assist the project team in preparing the preliminary designs for these facilities, which were not included in the 2013 preliminary design. These designs



will be brought back to the public, at the ADVISE level of public engagement, for feedback. The comments received will be considered, along with other criteria, to finalize the preliminary design.

Grade separations will be determined by using a Council approved process, the LRT Crossing Assessment Framework. The assessment framework will provide direction as to whether grade separations (over, under, or at street level crossings for LRT) will be required for 9 Avenue, 12 Avenue, Saddleback Road, and Ellerslie Road.

The location of noise attenuation (noise walls) will solely be determined through noise studies conducted during preliminary and detailed design, using the City of Edmonton current standards and practices at the time of the studies.

Until the completion of the Capital Line South LRT Extension preliminary design update, in December 2018, the project team will continue to inform the public and receive input through pop-up events in adjacent communities, through comments received through email to [LRTprojects@edmonton.ca](mailto:LRTprojects@edmonton.ca), and through the Community Advisory Committee. The public will be able to advise on how the LRT and its facilities fit within the corridor and into adjacent neighbourhoods, including updates to the landscape, site furniture, materials, and pedestrian/cyclist connectivity to better meet community needs and reflect sustainable urban integration principles.

Additional public meetings for this project are planned for the spring and/or late fall of 2018.

The Capital Line South LRT Extension preliminary design update will be completed in late 2018.

Public feedback to date can be reviewed on the project web page at [www.edmonton.ca/capitalsw](http://www.edmonton.ca/capitalsw)

***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)