

## Capital Line South LRT Extension (CLSE)

### Community Advisory Committee (CAC) Meeting # 1 Record

November 8, 2017, 6 to 8:00 PM

William Lutsky YMCA

[www.edmonton.ca/capitalsw](http://www.edmonton.ca/capitalsw)

The subjects discussed and decisions reached are summarized in the following record. Please notify the author of any errors or omissions. If no comments are received within 7 days this record is considered correct.

<b>Attendees (1 representative from each)</b>
Blue Quill Community League
Member at Large
Twin Brooks Community League
Southwest Area Council
Member at Large
Heritage Point Community League
Member at Large
Ermineskin Community League
Blackmud Creek Community League
City of Edmonton, Engineering Coop Student
Engineering Consultant Team
Public Engagement Consultant Team
Public Engagement Consultant Team

<b>Copied to (1 representative from each)</b>
George P. Nicholson School
City of Edmonton, Project Manager
Member at Large
William Lutsky YMCA

#### **Attachments to Meeting Summary:**

LRT Crossing Assessment Fact Sheet

Updated Community Advisory Committee Terms of Reference

#### **To follow separate from this Meeting Summary:**

CLSE Community Advisory Committee Members List

CLSE-Summer 2017 Survey Summary

Promotional Information about Nov. 29 Public Meeting (sent to CAC Nov. 13 by email)

<b>Item</b>	<b>Action</b>
<b>1. Welcome &amp; Introductions -</b> <ul style="list-style-type: none"><li>Public Engagement Lead introduced herself for this project and thanked the members for volunteering their time to give input and direction to the CLSE Project Team. She explained how the CAC members were selected</li></ul>	



<p>and noted that a similar group, the Stakeholder Information Panel (SIP), provided input during the 2010 Preliminary Design for this project.</p> <ul style="list-style-type: none"> <li>• Members introduced themselves and explained their affiliation and interest in the CLSE. Members in attendance agreed that their names and email addresses could be shared amongst the CAC.</li> <li>• City of Edmonton CLSE Project Manager was unable to attend but will be part of the Community Advisory Committee.</li> </ul>	<p>Public engagement (PE) team - will email CAC member list separate from this meeting record</p>
<p><b>2. Background Information</b></p> <p>Engineering Consultant gave a presentation on the background of the CLSE including an overview of the route, alignment, bridges, and the Operations and Maintenance Facility (OMF).</p> <p>Public Engagement Lead explained that this project is to update the existing (2010) preliminary design, to meet new standards and reflect current conditions and opportunities. The project will consider potential grade separations (crossings raised or lowered from street level) for 9 and 12 Avenues, Saddleback Road and Ellerslie Road), and the addition of a potential stop at Twin Brooks. It will also confirm and validate the existing preliminary design in all other areas.</p> <p>The CAC will be based on information-sharing, dialogue and identifying/addressing issues, opportunities and concerns.</p>	
<p><b>3. Terms of Reference (TOR)</b></p> <p>Public Engagement Lead discussed the TOR with the group including why additional members at large have been added (no response for representation from Yellowbird Community League and the Southeast Business Association). It was noted that the incoming Southwest Area Council president is from Yellowbird so they will have representation on the committee.</p> <p>Public Engagement Lead outlined that the route, and alignment have been decided upon but that input is needed on how the LRT moves through community, such as cyclist and pedestrian movement, and how it can best be integrated.</p> <p>She also noted that if the Twin Brooks Station and the grade separations become part of this extension then input on how they are integrated into the communities will be asked of the CAC.</p> <p>Members are not expected to be at every meeting but please attend as many as possible. A poll for best dates will be sent out to find the best date for the most members.</p> <p>It was requested that the TOR be changed to include Saddleback Rd as a site to be assessed for potential grade separation.</p>	<p>TOR amended and included with this meeting record</p>



<p><b>4. Online Survey Results</b></p> <p>Public Engagement Lead explained the CLSE Summer 2017 Survey that was online and at pop-ups in August and September of this year and that 1,687 responses were received. The response was much higher than for other LRT surveys. The survey was advertised through the project web page, mail out of 22,000 letters to property owners along the route, and by placement of portable signs in the southwest area.</p> <p>A summary of the survey data was presented to the group. The summary will be posted on the project webpage.</p>	<p>CLSE survey summary to follow</p>
<p><b>5. Next Steps</b></p> <p><b>a. Public Meeting - November 29, 2017</b></p> <p>The first public meeting will be held along with two other related City projects on November 29, 2017 from 4 to 8:00PM, at the Ellerslie Rugby Park. It is a drop-in format.</p> <p>The other two related projects are the Heritage Valley Park and Ride and the new 135 Street/Anthony Henday Drive Connection.</p> <p>Copy ready information on the meeting will be sent to all members for distribution on their organizations websites and through their social media.</p> <p><b>b. Next CAC meeting date</b></p> <p>A poll will be sent out to determine a meeting date in early January 2018 that works best for the most members.</p>	<p>PE team sent public meeting info by email to CAC on Nov. 13.</p> <p>PE team to send out poll</p>
<p><b>6. Questions/comments raised by CAC and their responses/follow-up</b></p>	
<p><b>Are there grade separations anywhere in the existing plans?</b></p> <p>Just at 23 Avenue (underpass) but we will now look at potential for grade separation at 111 Street and Saddleback Road, 9 and 12 Avenues, and Ellerslie Road. Public Engagement Lead explained grade separation assessment framework.</p>	<p>LRT Crossing Assessment Fact Sheet included with this meeting record</p>
<p><b>Is environmental work on hold until the plans are more final?</b></p> <p>Environmental work was part of the 2010 preliminary design and it is part of this project. It is on-going.</p>	
<p><b>Suggestion to start a Google group to post documents from these meetings.</b></p> <p>The public engagement team will look into this. It is planned for the CAC meeting records to be posted on the project web page.</p>	<p>PE team to investigate a Google group for distribution of CAC materials</p>
<p><b>When will the new City Sustainable Urban Integration (SUI) Guidelines be available to the public?</b></p> <p>They will be available soon and members will be notified when they are posted</p>	<p>PE team to notify CAC when new SUI guidelines are available</p>

on the City website.	
<p><b>Will this CAC be looking at Heritage Valley Park and Ride?</b></p> <p>Not in this project; it is a separate project but is being planned in coordination with the CLSE. At the November 29 public meeting both projects will be represented along with the 135 St/Anthony Henday Drive connection project.</p>	
<p><b>Why are you going back to look at grade separations and Twin Brooks station now?</b></p> <p>City Council gave direction to look at these things to meet new standards (since the 2010 plan), current conditions and opportunities.</p>	
<p><b>Why are there no stops at Ainlay High School (current Capital Line) and YMCA? Will this go near the new hospital? Stops need to be at places where people are going. It doesn't stop at places where people want to go.</b></p> <p>With new guidelines, the LRT is aiming to be more integrated into communities so there will be more stops in the future.</p> <p><b>Two future schools are planned near this line in Heritage Valley. The LRT should stop at those schools.</b></p> <p>They will be looked at when the line is extended beyond this extension, south to the City limits.</p>	
<p><b>What is the difference between low-floor over high-floor?</b></p> <p>There typically is a smaller corridor, smaller stops, and stations are not elevated for low floor.</p>	Project manager to further explain at next CAC meeting
<p><b>Is noise part of this project? Blue Quill /Skyrattler - are concerned about noise especially just south of 23 Ave. Have been told there won't be any noise walls and the berms will be taken out.</b></p> <p>Yes - there have been and will be more noise studies completed.</p>	Project team to inform CAC at next meeting
<p><b>How much increased ridership do you think this will bring? Will it be able to handle demands at peak hours? Do you have any numbers? Current line from Century Park to university exceeded expectations. We would like to see numbers.</b></p> <p>The ridership numbers won't be available for the public meeting on November 29, but we will bring them to the CAC when they are.</p>	Discussion about projected ridership numbers at next CAC meeting
<p><b>How far apart are the Ellerslie LRT Station and the Heritage Valley Park and Ride? There shouldn't have a different theme if they are side-by-side.</b></p> <p>They are adjacent to each other, much the same as at Century Park. Although they are separate projects, they are being planned together.</p>	
<p><b>Stations have to be warm</b> – more important to be warm in winter than cool in summer. Current stations/platforms are breezy and cold.</p>	



<p><b>Will there be art along the bridge and in the concrete?</b></p> <p>The City has a 1% art policy that goes towards public art. The Edmonton Arts Council is responsible for that artwork. This 1% is not based on the entire construction budget but selected items such as buildings.</p> <p>The art may be on structures such as bridges or stand-alone along the route. It will be planned in the next stage of this project.</p>	
<p><b>Is there a sidewalk on the LRT bridge over Blackmud Creek and on the existing bridge?</b></p> <p>There is on the existing bridge. We are looking at it for the LRT bridge but need to consider how and if pedestrians cross the LRT tracks.</p>	
<p><b>Is there enough room for the 23 Avenue portal?</b></p> <p>Yes - the roads will get pushed out.</p>	
<p><b>Why relocate trees? Why not just plant a replacement tree?</b></p> <p>There is often emotional attachment to trees so the City aims to relocate them if they are feasible to move.</p>	
<p><b>Will lighting be dark sky compliant?</b></p> <p>Not sure but we will find out.</p>	<p>Project team to report back to CAC at next meeting</p>
<p><b>Is there a perception that LRT makes nearby property values go down? Because it actually makes them go up.</b></p> <p>We have reports with data on LRT and adjacent property values that we will bring to the next CAC meeting for your information.</p>	<p>Project team to bring property value information to next CAC meeting</p>
<p><b>What about crime rates along LRT routes? Do they go up?</b></p> <p>We are looking into crime rates through the Edmonton Police Service. The information won't be available for the Nov. 29 meeting but we will bring it to a CAC meeting, if and when it is.</p>	<p>Project team to bring crime rate information to CAC meeting, if and when available</p>
<p><b>Have track crossings been planned already? Multi modes of transportation need to be considered for crossings, not just pedestrians. It is difficult to push through strollers, wheelchairs, bikes etc. at current crossings.</b></p> <p>Not yet but they are part of this project so we will make sure all modes are planned for.</p>	
<p><b>When are the future public meetings planned for?</b></p> <p>The exact dates are not yet set but the meetings will be in the spring and fall 2018. The project team will let the CAC know as soon as the dates are set.</p>	<p>Project team to advise CAC when dates are set</p>
<p><b>Where would traction power sub-stations go?</b></p> <p>We are trying to integrate them into the communities; their placement will be dependent on whether there is a station at Twin Brooks, the number of LRT</p>	



<p>cars and other factors.</p>	
<p><b>Who has the final decision on whether there is a stop at Twin Brooks?</b></p> <p>The plans would have to go to City Council because that stop isn't in the current approved plan from 2010. City Council would review it and approve or deny it.</p>	
<p><b>How is this project funded? About how much would it cost to construct?</b></p> <p>Money comes from all levels of government - typically one third each for federal, provincial and city governments. In 2010 it was estimated to cost \$600 million but that didn't include the Twin Brooks station and a number of other items.</p>	
<p><b>Has private ownership of individual parts of this been considered? Like a company owning a specific station?</b></p> <p>Funding of the construction of this extension isn't in place. There is a chance it could be a public private partnership (P3) but it is not likely that individual parts could be owned by private groups due to operations etc.</p>	

