



West LRT Concept Plan

Public Involvement Report 2010

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November 2010

Summary

Following City Council's approval of the West LRT Corridor from Lewis Estates to Downtown in December 2009, a study was undertaken to define the LRT Concept Plan for the area, including the location of the LRT tracks within the defined corridor, the location of LRT stations, and provisions for pedestrian, cyclist and vehicle access. Public involvement was undertaken to seek local knowledge to understand the impacts and local issues regarding the options, so an *informed* decision can be made. The public involvement process included two key phases:

Review and evaluate options (May/June 2010)

A series of workshops, small group meetings, and presentations took place in May/June 2010 to review options for LRT alignment, station locations and access changes. Workshops were geographically based to solicit community-specific input, and a number of other stakeholder-based sessions were also held. Approximately 550 people participated in this phase of the study.

Present Draft Concept Plan for feedback (September 2010)

Public input from Spring 2010 consultation was considered along with technical study and the City's long-term policy goals to develop a draft LRT Concept Plan, which was presented in September 2010 to gather feedback on the plan before it was finalized for proposal to City Council. Approximately 661 people participated in this phase of the study.

Information sessions will be held in November 2010 to share information on the final proposal to City Council, in preparation for the non-statutory public hearing at the Transportation and Public Works Committee scheduled for December 8, 2010. There was significant participant involvement throughout the process. Of those who completed the September questionnaire, 42% indicated they had participated in one of the Spring 2010 meetings.

Overall, there is a segment of the population that is excited about the potential for West LRT. They note a need for LRT, and a desire to see more use of public transit over use of private vehicles, and they note that the plans provide a good balance. There is another segment of the population that continues to express concerns. This segment notes concerns about the impact LRT will have on traffic by reducing vehicle lanes, potentially resulting in shortcutting/re-routing of vehicle traffic onto other streets, and changing the way people access neighbourhoods.

May-June 2010 workshops

From May to July 2010, a series of workshops and community/stakeholder meetings were held to gather input as part of the concept planning study for the future West LRT Extension (Lewis Estates to Downtown). Participants were asked to provide input on a number of options for the LRT alignment, station locations, and access changes. A total of 12 meetings were held involving approximately 550 participants.

Key Themes

- Many of the comments, ideas and concerns raised are specific to the local geographic areas. However, a few themes were raised that were common to all locations.
 - *Station locations vs. intersection operations.* Stations should be located in areas where it is easy for people to access; however locating stations near intersections would impact traffic circulation on cross streets.
 - *Pedestrian access across the roadways vs. vehicle travel times.* More pedestrian crossings should be provided across roadways, but this is balanced with a concern that traffic would back up.
 - *Access vs. short-cutting.* Residents want to be able to access their neighbourhoods, but they don't want other people to use local streets.
 - *Ensuring easy access into neighbourhoods vs. reducing travel lanes.* While many participants noted a need to encourage fewer traffic lanes on Stony Plain Road (reflecting concerns about property acquisition). There was also a desire for easier travel access to the neighbourhoods and a desire for additional left turns into neighbourhoods.
- A desire to minimize construction costs and ensure destinations off the LRT corridor are accessible by bus was raised. Participants noted a concern about noise and the impact LRT will have on residential life. They emphasized that emergency vehicle access to communities needs to be maintained, and that snow removal and storage can be managed. Also, the need to minimize the potential for crime and risk to personal security was raised.

Responding to Feedback

- **Removed option for three/four vehicle lane with LRT on Stony Plain Road.** One of the options for the West LRT presented in the May 2010 workshops was an option to have three or four lanes of vehicle traffic on Stony Plain Road with the LRT in the section from 142 Street to 149 Street. There was significant public discussion about this option, and the issue was raised with City Council. On June 9, 2010, City Council directed the Transportation Department to only develop a two lane option.
- **Balancing impact to communities.** When determining the alignment for the draft LRT Concept Plan, a philosophy to balance impact to communities on both sides of the LRT corridor was used. In most cases, the LRT is in the median of the corridor. Where it has been placed to the north or south, the decision has been made considering the impact on the overall transportation network and access for the adjacent residents and businesses.
- **Add pedestrian/vehicle crossings and ensure cyclist circulation.** While the initial options only included pedestrian crossings at signalized vehicle intersections, concerns that additional crossings were needed were reviewed and additional signalized pedestrian crossings were incorporated. These will also ensure multi-use trail connections are maintained. To accommodate cyclists, the design will also include wider curb lanes on the arterial roadways where possible.
- **Manage snow removal and storage.** There is recognition that some areas along the corridor where there is less available space may warrant enhanced snow removal service, where snow is removed from the road right-of-way and hauled away in an accelerated manner.
- **Parking concerns to be carried forward.** Specific actions to address parasitic parking concerns will need to be considered as the process moves to further design because it is too early within the LRT development project to begin this process.

September 2010

On September 6 and 7, 2010, open houses were held to present the draft Concept Plan for feedback. Approximately 661 people attended these sessions. Information from the open houses was also available online, and participants could also submit surveys online. A total of 240 surveys were collected. Of those who completed the survey, 71% attended one or both of the open houses, and 30% did not attend either meeting.

Key Themes

Overall

Respondents were asked how satisfied they were with the Draft LRT Concept Plan. Almost one-half (45%) of respondents were satisfied with the plan, while 34% were dissatisfied. An additional 17% were neutral).

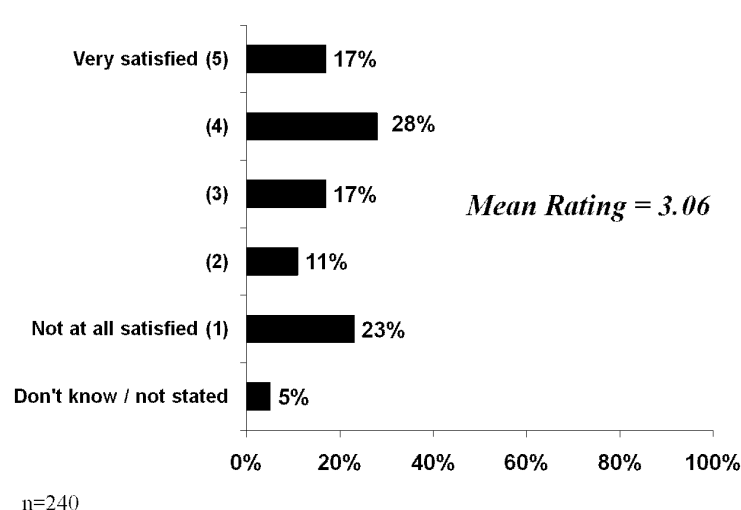
Respondents that were satisfied most frequently stated it was because they thought it was a good plan and that the West LRT was needed (32%). Respondents that had provided a neutral rating were most frequently concerned about traffic disruptions and rerouting (23%). Respondents that were dissatisfied were most frequently concerned about traffic disruptions and rerouting (32%), and that they dislike the east-west route going along Stony Plain Road (25%).

LRT Alignment

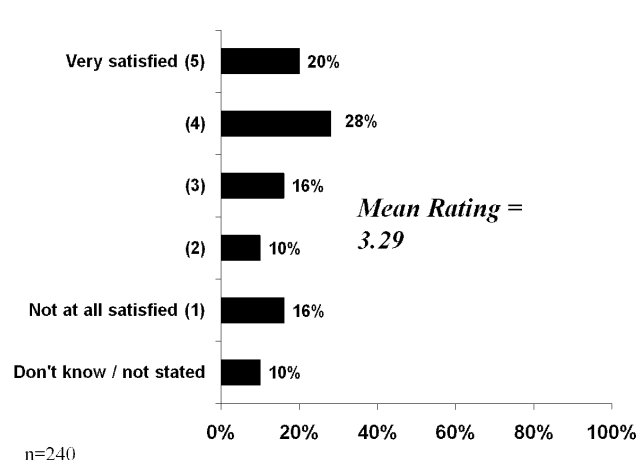
Respondents were asked to rate their overall satisfaction with the track location within the proposed LRT corridor. Almost half (48%) of respondents were satisfied with the track location, while 26% were dissatisfied, and 16% were neutral.

Respondents that were satisfied were more likely to state that it is a good plan and that the West LRT is needed (9%), they are satisfied with the route and track location (9%), and that track locations are placed to reduce traffic (9%). Respondents that were neutral were most likely to state that it is because they are concerned about traffic disruptions and reroutes (11%), or that that they feel the plan is balanced and compromises on previous issues (8%). Respondents that were dissatisfied most frequently stated it was because they were concerned about traffic disruptions and reroutes (24%), and dislike the east-west route using Stony Plain Road (24%).

How satisfied were you with the Draft LRT Concept Plan?



How satisfied are you with the track location within the proposed LRT corridor?



LRT Station Locations

Respondents were asked to rate their agreement with the statement “overall, the proposed LRT station locations provide convenient access to the important destinations within the corridor”. More than half (52%) of respondents were satisfied with the LRT station locations, while 19% were dissatisfied and 18% were neutral.

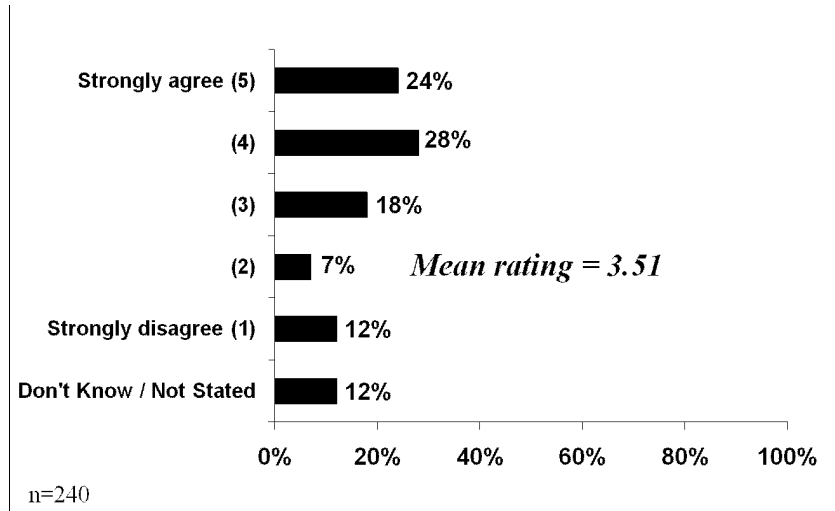
Respondents were then asked to rate their satisfaction with the placement of each station. They were most frequently satisfied with Meadowlark (51%), West Edmonton Mall (48%), 95 Avenue (45%), 156 Street (45%), and Misericordia (45%). Respondents were less likely to be satisfied with the placement of the 142 Street (32%), 112 Street (32%) and Glenora (30%) stations.

Access

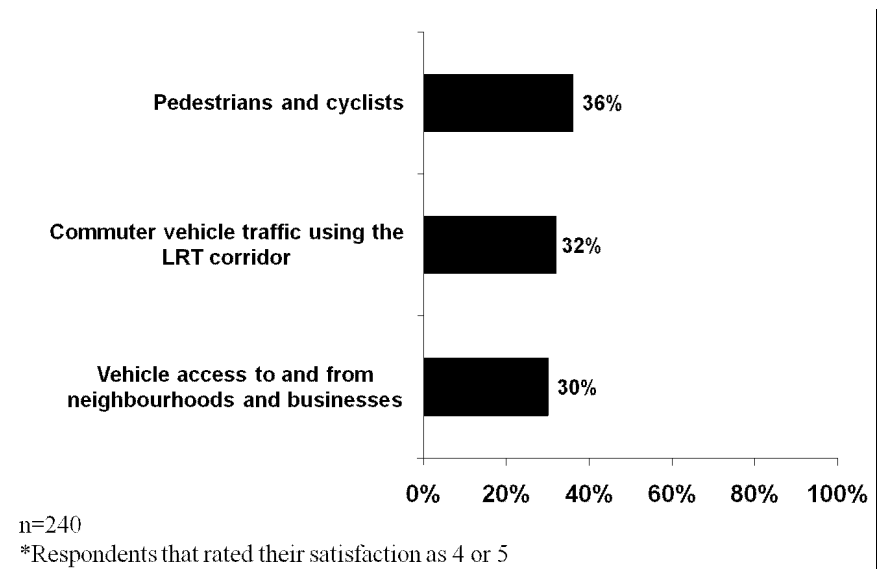
Respondents were asked if they were satisfied with the efforts to accommodate access for a series of user groups in the Draft LRT Concept Plan. Respondents were most satisfied with the efforts to accommodate pedestrians and cyclists (36%), while fewer respondents were satisfied with efforts to accommodate commuter vehicle traffic (32%), and vehicle access to and from neighbourhoods and businesses (30%).

Respondents that were satisfied with pedestrian and cyclist access most frequently stated it was because the pedestrian access is good (4%), and that the access and traffic flow is good in general (4%). Respondents that were dissatisfied stated it was because there is a lack of a pedestrian plan, pedestrian access and that there are safety concerns (28%), or that they need cycling lanes or a cycling plan (20%).

Agreement That the Proposed LRT Station Locations Will Provide Convenient Access to Important Destinations



Satisfaction with Efforts to Accommodate the Following User Groups in the Overall Draft LRT Concept Plan



Respondents that were satisfied with commuter vehicle access most frequently indicated it was because the access and traffic flow is good in general (12%), and that the side running track reduces impact on commuters (7%). Respondents that were neutral in this regard most frequently stated it was because transit should be the priority, not traffic and it will encourage traffic (18%). Respondents that were dissatisfied more frequently stated it was because they were concerned about traffic in general (24%), and that they dislike that the streets will lose lanes and will be too narrow (18%).

Respondents that were satisfied with vehicle access to residential or business areas most frequently stated that they feel that the access or traffic flow is good in general (7%). Neutral respondents reported it was because they are concerned about traffic (11%), the LRT will impact residents or destroy neighbourhoods (11%), and that transit should be priority, not traffic (11%). Respondents that were dissatisfied most often stated it was due to concern about poor access to neighbourhood (32%), and concern about traffic in general (16%).

In September 2010, information was also gathered to understand neighbourhood specific themes. This is detailed in Appendix A of this report.

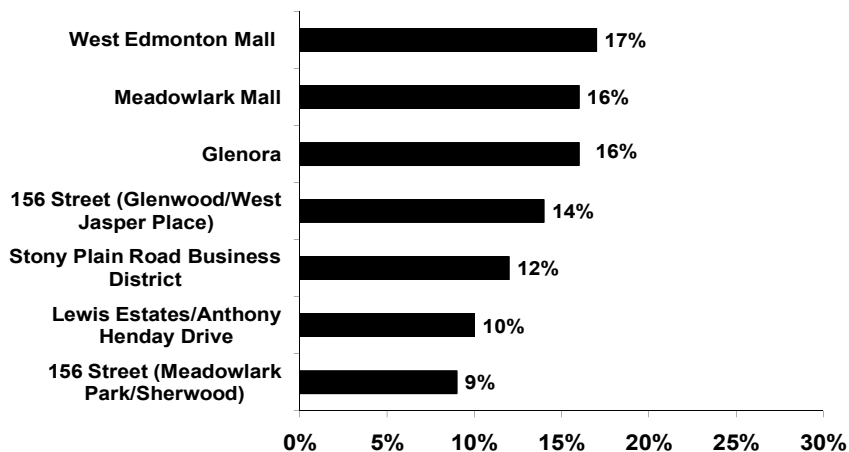
Changes made following September 2010:

- The 182 Street Station has been moved to the east side of the 182 Street/87 Avenue intersection, to provide direct access to existing properties.
- A vehicle access will be provided to the Misericordia Hospital at the 169 Street/87 Avenue intersection.
- On-street parking has been added on the north side of 87 Avenue where available from 163 Street to 165 Street, and from 165 Street to Meadowlark Road. The speed limit on 87 Avenue will be reduced to 50 Km/h as part of this change.
- The Fire station located on 156 Street must be relocated
- The Jasper Place bus terminal will be relocated adjacent to the 156 Street/Stony Plain Road LRT Station.
- Additional potential property requirements have been identified on Stony Plain Road as a way to provide larger amenity space as part of the Jasper Place Revitalization Strategy.
- A new right-in, right-out access will be created at 144 Street, to provide access into Grovenor.
- A new pedestrian crossing will be incorporated under the new LRT/road bridge crossing Groat Road.
- Future study will analyze the potential reconfigure 127 Street into a one-way southbound.
- Station locations in the downtown have been modified, with the 118 Street Station being moved to 116 Street, and a future station being identified at 120 Street to serve future development in this area.

Appendix A: Neighbourhood-specific themes

Participants in the September 2010 consultation were asked to identify which segment of the Draft LRT Concept Plan was of greatest interest to them. For key questions in the survey, a sort was completed to gather specific neighbourhood-related themes. They most frequently indicated that West Edmonton Mall (17%), Meadowlark Mall (16%), Glenora (16%), or 156 Street (Glenwood/West Jasper Place) (14%) were of the greatest interest.

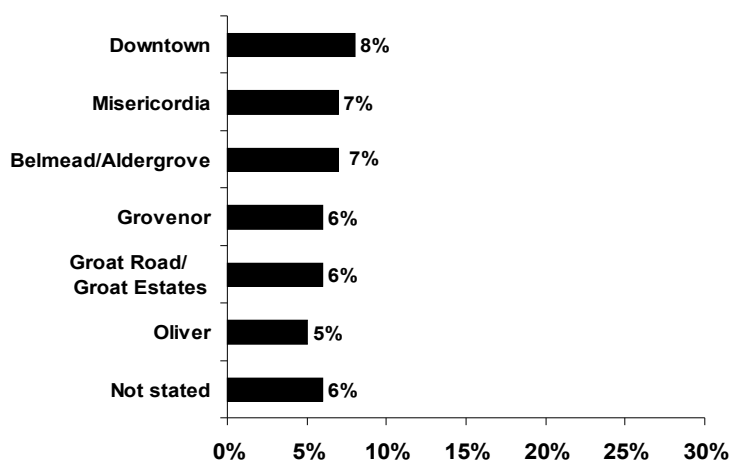
Which part of the draft LRT plan is of greatest interest to you?



n=240

*Multiple Responses

Which part of the draft LRT plan is of greatest interest to you?



*Multiple Responses

Lewis Estates/Anthony Henday Drive

Respondents who indicated Lewis Estates/Anthony Henday Drive was their area of greatest interest (n=24)				
	Satisfied	Neutral	Not at all satisfied	Don't know/ Not stated
Satisfaction with Overall Concept Plan	71%	17%	8%	4%
Satisfaction with LRT alignment within Lewis Estates/Anthony Henday Drive area	66%	21%	4%	8%
Satisfaction with the Location of the Lewis Estates Station	79%	0	13%	8%
Satisfaction with efforts to accommodate pedestrians and cyclists within the Lewis Estates/Anthony Henday Drive area	38%	21%	4%	38%
Satisfaction with efforts to accommodate vehicle access to and from neighbourhoods and businesses within the Lewis Estates/Anthony Henday Drive area	33%	21%	12%	33%
Satisfaction with efforts to accommodate access for commuter vehicle traffic within the Lewis Estates/Anthony Henday Drive area	25%	25%	17%	33%

Belmead/Aldergrove

Respondents who indicated Belmead/Aldergrove was their area of greatest interest (n=17)				
	Satisfied	Neutral	Not at all satisfied	Don't know/ Not stated
Satisfaction with Overall Concept Plan	41%	39%	30%	
Satisfaction with LRT alignment within Belmead/Aldergrove area	64%	6%	24%	6%
Satisfaction with the Location of the 182 Street Station	53%	18%	24%	6%
Satisfaction with efforts to accommodate pedestrians and cyclists within the Belmead/Aldergrove area	41%	12%	4%	29%
Satisfaction with efforts to accommodate vehicle access to and from neighbourhoods and businesses within the Belmead/Aldergrove area	36%	12%	24%	29%
Satisfaction with efforts to accommodate access for commuter vehicle traffic within the Belmead/Aldergrove area	36%	18%	18%	29%

West Edmonton Mall

<i>Respondents who indicated West Edmonton Mall was their area of greatest interest (n=40)</i>				
	Satisfied	Neutral	Not at all satisfied	Don't know/ Not stated
Satisfaction with Overall Concept Plan	66%	23%	13%	
Satisfaction with LRT alignment within West Edmonton Mall area	58%	18%	18%	8%
Satisfaction with the Location of the West Edmonton Mall Station	78%	8%	5%	10%
Satisfaction with efforts to accommodate pedestrians and cyclists within the West Edmonton Mall area	48%	10%	18%	25%
Satisfaction with efforts to accommodate vehicle access to and from neighbourhoods and businesses within the West Edmonton Mall area	50%	10%	23%	18%
Satisfaction with efforts to accommodate access for commuter vehicle traffic within the West Edmonton Mall area	50%	10%	18%	23%

Misericordia

<i>Respondents who indicated Misericordia was their area of greatest interest (n=17)</i>				
	Satisfied	Neutral	Not at all satisfied	Don't know/ Not stated
Satisfaction with Overall Concept Plan	53%	24%	24%	
Satisfaction with LRT alignment within Misericordia area	47%	24%	24%	6%
Satisfaction with the Location of the Misericordia Station	82%	6%	12%	
Satisfaction with efforts to accommodate pedestrians and cyclists within the Misericordia area	36%	6%	36%	24%
Satisfaction with efforts to accommodate vehicle access to and from neighbourhoods and businesses within the Misericordia area	30%	12%	47%	12%
Satisfaction with efforts to accommodate access for commuter vehicle traffic within the Misericordia area	42%		36%	24%

Meadowlark Mall

<i>Respondents who indicated Meadowlark Mall was their area of greatest interest (n=39)</i>				
	Satisfied	Neutral	Not at all satisfied	Don't know/ Not stated
Satisfaction with Overall Concept Plan	41%	18%	38%	3%
Satisfaction with LRT alignment within Meadowlark Mall area	39%	18%	36%	8%
Satisfaction with the Location of the Meadowlark Station	51%		31%	18%
Satisfaction with efforts to accommodate pedestrians and cyclists within the Meadowlark Mall area	31%	18%	20%	31%
Satisfaction with efforts to accommodate vehicle access to and from neighbourhoods and businesses within the Meadowlark Mall area	31%	13%	31%	26%
Satisfaction with efforts to accommodate access for commuter vehicle traffic within the Meadowlark Mall area	26%	18%	28%	28%

156 Street (Meadowlark Park/Sherwood)

<i>Respondents who indicated 156 Street (Meadowlark Park/Sherwood) was their area of greatest interest (n=22)</i>				
	Satisfied	Neutral	Not at all satisfied	Don't know/ Not stated
Satisfaction with Overall Concept Plan	37%	23%	41%	
Satisfaction with LRT alignment within 156 Street (Meadowlark-Sherwood) area	32%	18%	37%	14%
Satisfaction with the Location of the 95 Avenue Station	28%	9%	37%	27%
Satisfaction with efforts to accommodate pedestrians and cyclists within the 156 Street (Meadowlark-Sherwood) area	36%	9%	32%	23%
Satisfaction with efforts to accommodate vehicle access to and from neighbourhoods and businesses within the 156 Street (Meadowlark-Sherwood) area	27%	18%	32%	23%
Satisfaction with efforts to accommodate access for commuter vehicle traffic within the 156 Street (Meadowlark-Sherwood) area	23%	9%	41%	27%

156 Street (West Jasper Place/Glenwood)

<i>Respondents who indicated 156 Street (West Jasper Place/Glenwood) was their area of greatest interest (n=34)</i>				
	Satisfied	Neutral	Not at all satisfied	Don't know/ Not stated
Satisfaction with Overall Concept Plan	38%	21%	41%	
Satisfaction with LRT alignment within 156 Street (West Jasper Place-Glenwood) area	32%	18%	33%	12%
Satisfaction with the Location of the 156 Street (Jasper Place) Station	39%	6%	33%	24%
Satisfaction with efforts to accommodate pedestrians and cyclists within the 156 Street (West Jasper Place-Glenwood) area	38%	15%	18%	29%
Satisfaction with efforts to accommodate vehicle access to and from neighbourhoods and businesses within the 156 Street (West Jasper Place-Glenwood) area	32%	12%	33%	24%
Satisfaction with efforts to accommodate access for commuter vehicle traffic within the 156 Street (West Jasper Place-Glenwood) area	33%	9%	39%	21%

Stony Plain Road Business District

<i>Respondents who indicated the Stony Plain Road Business District was their area of greatest interest (n=28)</i>				
	Satisfied	Neutral	Not at all satisfied	Don't know/ Not stated
Satisfaction with Overall Concept Plan	39%	14%	47%	
Satisfaction with LRT alignment within Stony Plain Road Business District	32%	21%	35%	11%
Satisfaction with the Location of the 156 Street (Jasper Place) Station	50%	18%	18%	14%
Satisfaction with the Location of the 149 Street Station	50%	18%	21%	11%
Satisfaction with efforts to accommodate pedestrians and cyclists within the Stony Plain Road Business District	32%	25%	21%	21%
Satisfaction with efforts to accommodate vehicle access to and from neighbourhoods and businesses within the Stony Plain Road Business District	29%	11%	46%	14%
Satisfaction with efforts to accommodate access for commuter vehicle traffic within the Stony Plain Road Business District	32%		47%	21%

Grovenor

<i>Respondents who indicated Grovenor was their area of greatest interest (n=15)</i>				
	Satisfied	Neutral	Not at all satisfied	Don't know/ Not stated
Satisfaction with Overall Concept Plan	17%	20%	33%	
Satisfaction with LRT alignment within Grovenor area	53%	13%	27%	7%
Satisfaction with the Location of the 142 Street Station	46%	13%	13%	27%
Satisfaction with efforts to accommodate pedestrians and cyclists within the Grovenor area	47%	20%	20%	13%
Satisfaction with efforts to accommodate vehicle access to and from neighbourhoods and businesses within the Grovenor area	34%	7%	47%	13%
Satisfaction with efforts to accommodate access for commuter vehicle traffic within the Grovenor area	53%	7%	26%	13%

Glenora

<i>Respondents who indicated Glenora was their area of greatest interest (n=38)</i>				
	Satisfied	Neutral	Not at all satisfied	Don't know/ Not stated
Satisfaction with Overall Concept Plan	24%	13%	63%	
Satisfaction with LRT alignment within Glenora area	26%	16%	50%	8%
Satisfaction with the Location of the Glenora Station	21%	18%	40%	21%
Satisfaction with efforts to accommodate pedestrians and cyclists within the Glenora area	24%	21%	37%	18%
Satisfaction with efforts to accommodate vehicle access to and from neighbourhoods and businesses within the Glenora area	10%	11%	64%	16%
Satisfaction with efforts to accommodate access for commuter vehicle traffic within the Glenora area	13%	8%	61%	18%

Groat Road/Groat Estates

<i>Respondents who indicated Groat Road/Groat Estates was their area of greatest interest (n=15)</i>				
	Satisfied	Neutral	Not at all satisfied	Don't know/ Not stated
Satisfaction with Overall Concept Plan	33%		63%	
Satisfaction with LRT alignment within Groat Road/Groat Estates area	33%	7%	53%	17%
Satisfaction with the Location of the 124 Street Station	33%	13%	33%	20%
Satisfaction with efforts to accommodate pedestrians and cyclists within the Groat Road/Groat Estates area	13%	13%	40%	33%
Satisfaction with efforts to accommodate vehicle access to and from neighbourhoods and businesses within the Groat Road/Groat Estates area	7%	7%	54%	33%
Satisfaction with efforts to accommodate access for commuter vehicle traffic within the Groat Road/Groat Estates area	7%		54%	40%

Oliver

<i>Respondents who indicated Oliver was their area of greatest interest (n=13)</i>				
	Satisfied	Neutral	Not at all satisfied	Don't know/ Not stated
Satisfaction with Overall Concept Plan	70%	8%	23%	
Satisfaction with LRT alignment within Oliver area	70%	8%	15%	8%
Satisfaction with the Location of the 124 Street Station	69%	8%	8%	15%
Satisfaction with the Location of the 118 Street Station	69%	0	16%	15%
Satisfaction with efforts to accommodate pedestrians and cyclists within the Oliver area	62%	8%	30%	
Satisfaction with efforts to accommodate vehicle access to and from neighbourhoods and businesses within the Oliver area	77%	6%	33%	6%
Satisfaction with efforts to accommodate access for commuter vehicle traffic within the Oliver area	50%	6%	39%	6%

Downtown

<i>Respondents who indicated Downtown was their area of greatest interest (n=18)</i>				
	Satisfied	Neutral	Not at all satisfied	Don't know/ Not stated
Satisfaction with Overall Concept Plan	61%	11%	28%	
Satisfaction with LRT alignment within Downtown area	61%	11%	22%	6%
Satisfaction with the Location of the 112 Street Station	67%		17%	17%
Satisfaction with efforts to accommodate pedestrians and cyclists within the Downtown area	56%		39%	6%
Satisfaction with efforts to accommodate vehicle access to and from neighbourhoods and businesses within the Downtown area	55%	6%	33%	6%
Satisfaction with efforts to accommodate access for commuter vehicle traffic within the Downtown area	50%	6%	39%	6%

Appendix B: Detailed list of public involvement activities

The below details public involvement activities completed from May to November 8, 2010. Additional public and stakeholder meetings will be held throughout November and in December as a lead-up to the December 8, 2010 Non-Statutory Public hearing. This will include two public information sessions to be held on November 29, 2010 and November 30, 2010.

Date	Activity
Friday, April 13	West Edmonton Mall – senior managers 2 participants
Tuesday, May 4, 2010	West LRT Workshop 1 Lewis Estates to 156 Street/92 Avenue Belmead Hall - 9109 182 Street 25 participants
Thursday, May 6, 2010	West LRT Workshop #2 163 Street/87 Avenue to Stony Plain Road/142 Street Meadowlark Community Hall (15961 92 Avenue) 127 participants
Monday, May 10, 2010	Grovenor Residents St. Paul's Anglican Church 7 participants
Wednesday, May 12, 2010	West LRT Workshop #3 Stony Plain Road/149 Street to Stony Plain Road 124 Street Westminster Jr High 13712 104 Avenue 162 participants
Thursday, May 13, 2010	West LRT Workshop #4 Stony Plain Road (Groat Road Bridge) to Downtown City Hall 27 participants
Wednesday, May 26	Meeting with Strategis Group (Property Manager – Meadowlark Mall) Dave Kerr
Tuesday, June 1, 2010	Chapelle Manor Condo Association 2 participants
Tuesday, June 1, 2010	West Jasper Place/Canora Community League Meeting West Jasper Sherwood Community League (9620 – 152 Street) 57 participants
Sunday, June 13, 2010	Glenora Community League Glenora Community League Hall
Monday, June 14, 2010	Jasper Place Revitalization Steering Committee
Tuesday, June 15, 2010	Grovenor Community League Grovenor School 48 participants
Wednesday, June 23, 2010	Stony Plain Road Business Owners/ local residents West End Christian Reformed Church 72 Participants

Friday, July 9	West Edmonton Business Association Quality West Harvest Inn 20 participants
Thursday, July 22	Glenora traffic concerns Glenora Community Hall 22 participants
Tuesday, September 7, 2010	West LRT Open House (Lewis Estates to 156 Street/Stony Plain Road) Fantasyland Hotel 17700 - 87 Avenue 297 participants
Wednesday, September 8, 2010	West LRT Open House (Meadowlark to MacEwan) Fantasyland Hotel 17700 87 Avenue 364 participants
Friday, October 15	Alberta Health Services – Kathleen McCabe By conference call Review of West LRT plans for Misericordia Hospital precinct
Thursday, October 28	West Edmonton Mall Senior Managers 2 participants
Monday, November 8	Groat Estates Residents Association 6 participants