



# Southeast LRT Concept Plan

## Public Involvement Report 2010

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

November 2010

## Summary

Following City Council's approval of the Southeast LRT Corridor from Mill Woods 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 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 284 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 407 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, 56% indicated they had participated in one of the Spring 2010 meetings.

Overall, most of the participants indicated they were satisfied with the Southeast LRT Concept Plan. They note a need for LRT to the Southeast, and they feel the plan has been well thought-out with appropriate balances made to address concerns. Those who are not satisfied note concerns about traffic disruption and congestion, impacts on residents and neighbourhoods, and a desire for the LRT to be placed underground.

## 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 Southeast LRT Extension (Mill Woods 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 7 meetings were held involving approximately 284 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 (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. A desire to maintain or replace landscaping was also expressed.

### Responding to Feedback

- ***Balancing impact to communities.*** When determining the alignment, 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 on one side of the roadway, 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.
- ***Maintain or replace landscaping.*** Participants throughout the corridor noted a desire to maintain existing trees and landscaping. Every effort will be made to maintain the existing landscaping. Where it can not be avoided, the project will work with the Parks area to replace and replant impacted areas.
- ***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 14 and 15, 2010, open houses were held to present the draft Concept Plan for feedback. Approximately 407 people attended these sessions. Information from the open houses was also available online, and participants could also submit surveys online. A total of 143 surveys were collected. Of those who completed the survey, 80% attended one of the open houses, and 21% did not attend either meeting.

## Key Themes

### Overall

When asked how satisfied they were with the draft LRT concept plan, more than half of respondents (56%) were satisfied, while 23% were dissatisfied. Eighteen percent (18%) of respondents were neutral.

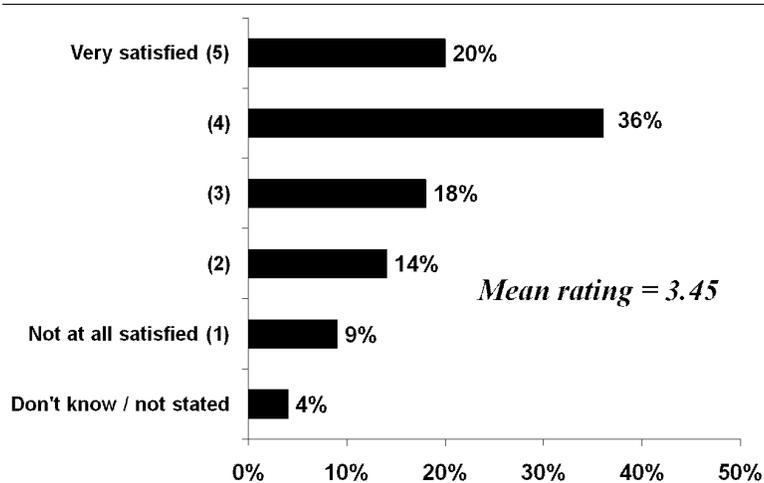
Respondents that were satisfied most frequently stated it was because they're glad the LRT is expanding, it is important, and they will use it (23%), because they feel the plan is well balanced and thought out (21%), and that they like the route in the proposal (11%). Respondents that were neutral most frequently stated it was because they are concerned about traffic disruption and congestion (32%) and the plan isn't well thought out (20%). Respondents that were dissatisfied most frequently stated it was because they are concerned about traffic disruption and congestion (39%), they are concerned about the impact on neighbourhoods and residents (24%), they prefer an underground LRT (21%), and that the plan isn't well thought out (20%).

### LRT Alignment

More than half (56%) of the respondents noted they were satisfied with the proposed track location within the LRT corridor, while 24% were neutral (and 16% were dissatisfied).

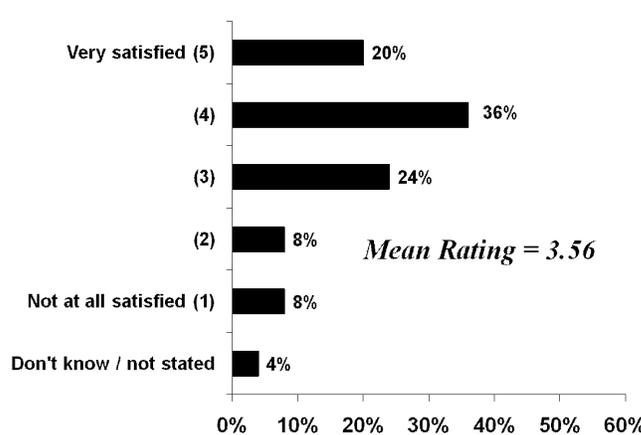
Respondents that were satisfied most frequently stated it was because they like the route and track location, it serves the area well (24%), and that the concept is well thought out and balanced (in general) (10%). Respondents that were neutral stated it was because they dislike having the traffic lanes reduced (15%), and that they are concerned about traffic or intersection disruption (12%). Respondents that were dissatisfied most frequently stated it was because they are concerned about traffic or intersection disruption (27%), they prefer underground LRT (23%) and that they dislike having the traffic lanes reduced (18%).

## How satisfied were you with the Draft LRT Concept Plan?



n=143

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



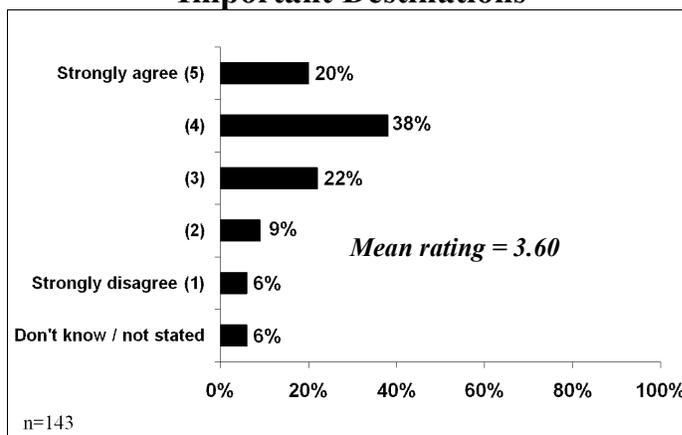
n=143

### LRT Station Locations

Respondents were asked how much they agreed that the proposed LRT station locations would provide convenient access to important destinations within the corridor. More than half of respondents (58%) agreed (while 22% were neutral, and 15% disagreed).

Respondents were then asked to rate their satisfaction with the placement of each station. They were most frequently satisfied with Bonnie Doon (57%), Muttart (49%), Strathearn (46%), Holyrood (46%), and 73 Avenue (45%). Respondents were less likely to be satisfied with the placement of the Mill Woods (27%) and Wagner (26%) stations.

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

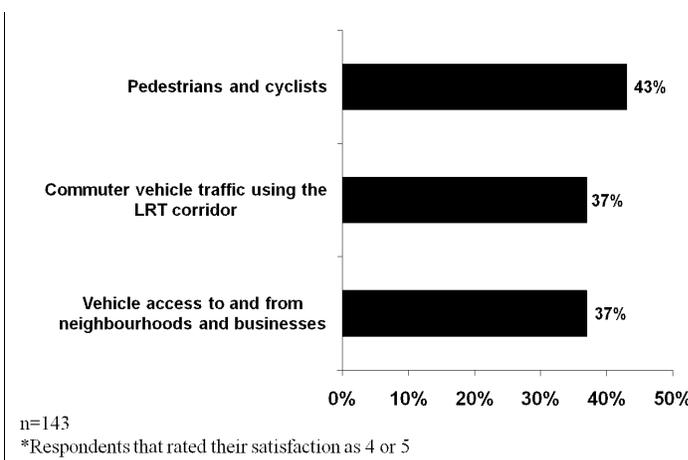


Respondents were then asked if they have any additional comments or concerns regarding changes they would like to see to the proposed LRT station locations. Respondents most frequently had no additional comments (35%), or did not provide a response (14%). Six percent (6%) each stated that they disliked the Mill Woods station location and it should be integrated with the transit centre, or that they dislike the location of the Wagner station as it is too far from the school.

### Access

Respondents were asked if they were satisfied with the efforts to accommodate a variety of user groups. Respondents were more likely to provide a satisfaction rating of 4 or 5 to the efforts to accommodate pedestrians and cyclists (43%). Thirty-seven percent (37%) of respondents each were satisfied with the efforts made to accommodate commuter vehicle traffic and vehicular access to and from neighbourhoods and businesses.

### Satisfaction with Efforts to Accommodate the Following User Groups



Respondents that were satisfied with pedestrian and cyclist access (n=26) most frequently stated it was because the plan integrates well with the LRT (15%) and that they appreciate that cycling paths are included and maintained (7%). Neutral respondents stated it was because they would like multi-use and cycling paths to be integrated into route (6%), they are concerned about the safety of pedestrians and cyclists because the LRT would be ground level (6%), they are uncertain about access until the LRT is built or they need more details (6%), and they would like to see pedestrian barriers included (6%). Respondents that were dissatisfied stated it was because they would like multi-use or cycling paths integrated into routes (69%), or that they need more crosswalks and the plan lacks a pedestrian component (39%).

Respondents that were satisfied with vehicle access to residential or business areas most frequently stated that access is restricted but they will adapt (16%), and that their access concerns were addressed (12%). Neutral respondents most frequently reported it was because they are unsure about access until the LRT is built or they don't have enough details (15%). Respondents that were dissatisfied most often stated it was due to concern about access to shopping or businesses (24%), concern about loss of turn signals (18%) and concern about traffic disruption or congestion (18%).

Respondents that were satisfied with commuter vehicle access most frequently indicated it was because they were satisfied with vehicle access or their concerns were addressed (17%). Respondents that were neutral in this regard most frequently stated it was because they will not be sure about access until the LRT is built and that there aren't enough details (13%), and that they are concerned about traffic disruption or congestion (13%). Respondents that were dissatisfied more frequently stated it was because they dislike the reduced traffic lanes (44%), and that they are concerned about traffic disruption and congestion (31%).

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

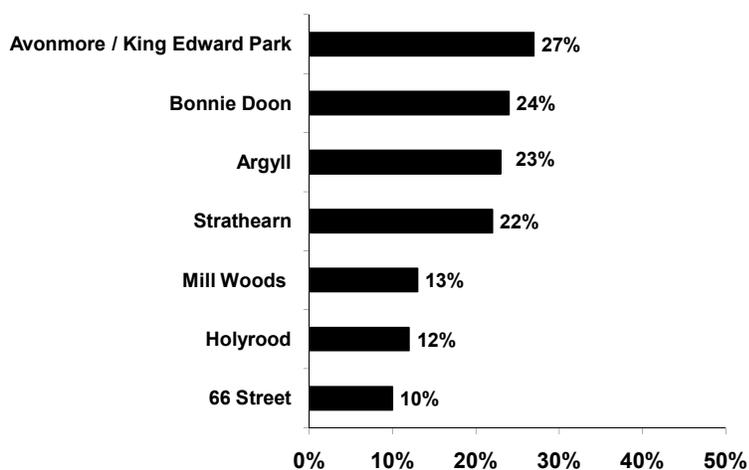
### **Changes made following September 2010:**

- The Jasper Avenue/95 Street intersection will be reconfigured as a 4 legged intersection with right in/right out movements onto Jasper Avenue from 102 Avenue.
- Additional right in, right out provided at the 88 Street/95 Avenue intersection to accommodate planned development in Strathearn.
- The new intersection at the existing Bonnie Doon traffic circle will be reconfigured to add an east-west connection for the emergency service building (from 85 Street to 83 Street).
- Property requirements to accommodate the 69a Avenue/83 Street intersection have been reduced.
- The alignment south of Wagner Road has been reconfigured.
- New ramps have been added for bus access and egress from the future transit centre at Whitemud Drive.
- A signalized intersection will be included to provide access into Mill Woods Towne Centre from 66 Street just north of 28 Avenue.
- The Mill Woods Transit Centre will be relocated to be adjacent to the Mill Woods LRT Station (west of Hewes Way).

## 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. The areas most frequently mentioned as of great interest included: Avonmore and King Edward Park (27%), Bonnie Doon (24%), Argyll (23%), and Strathearn (22%). Respondents less frequently mentioned Wagner, Whitemud, Grey Nuns, and Quarters as the area of greatest interest (4% each).

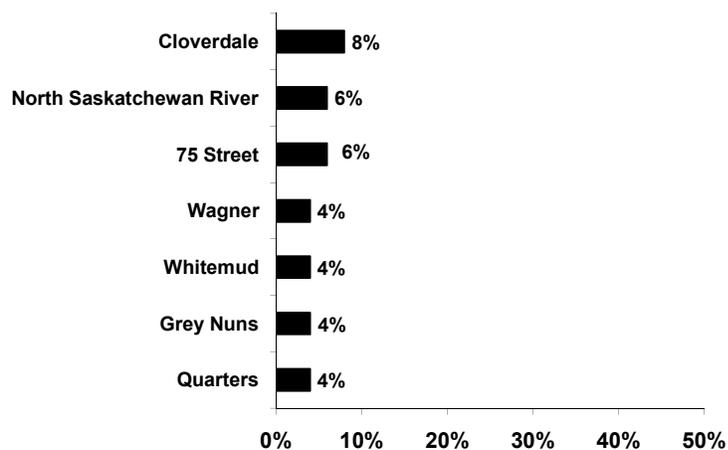
### Which part of the draft LRT plan is of greatest interest to you?



n=143

\*Multiple Responses

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n=143

\*Multiple Responses

## Quarters

<b>Respondents who indicated Quarters was their area of greatest interest (n=6)</b>				
	Satisfied	Neutral	Not at all satisfied	Don't know/ Not stated
Satisfaction with Overall Concept Plan	67%	17%	17%	
Satisfaction with LRT alignment within the Quarters area	84%		17%	
Satisfaction with efforts to accommodate pedestrians and cyclists within the Quarters area	34%	17%	50%	
Satisfaction with efforts to accommodate vehicle access to and from neighbourhoods and businesses within the Quarters area	66%		34%	
Satisfaction with efforts to accommodate access for commuter vehicle traffic within the Quarters area	83%		17%	

## North Saskatchewan River

<b>Respondents who indicated North Saskatchewan River was their area of greatest interest (n=9)</b>				
	Satisfied	Neutral	Not at all satisfied	Don't know/ Not stated
Satisfaction with Overall Concept Plan	55%	22%	22%	
Satisfaction with LRT alignment within North Saskatchewan River area	55%		44%	
Satisfaction with the Location of the Muttart Station	78%		11%	11%
Satisfaction with efforts to accommodate pedestrians and cyclists within the North Saskatchewan River area	22%	44%	22%	11%
Satisfaction with efforts to accommodate vehicle access to and from neighbourhoods and businesses within the North Saskatchewan River area	33%	11%	33%	33%
Satisfaction with efforts to accommodate access for commuter vehicle traffic within the North Saskatchewan River area	44%	22%		33%

## Cloverdale

<i>Respondents who indicated Cloverdale was their area of greatest interest (n=11)</i>				
	Satisfied	Neutral	Not at all satisfied	Don't know/ Not stated
Satisfaction with Overall Concept Plan	54%	27%	18%	
Satisfaction with LRT alignment within Cloverdale area	45%	9%	46%	
Satisfaction with the Location of the Muttart Station	63%	18%	9%	9%
Satisfaction with efforts to accommodate pedestrians and cyclists within the Cloverdale area	54%	27%	9%	9%
Satisfaction with efforts to accommodate vehicle access to and from neighbourhoods and businesses within the Cloverdale area	18%	18%	45%	18%
Satisfaction with efforts to accommodate access for commuter vehicle traffic within the Cloverdale area	36%	36%	9%	18%

## Strathearn

<i>Respondents who indicated Strathearn was their area of greatest interest (n=32)</i>				
	Satisfied	Neutral	Not at all satisfied	Don't know/ Not stated
Satisfaction with Overall Concept Plan	47%	9%	40%	3%
Satisfaction with LRT alignment within Strathearn area	44%	6%	41%	9%
Satisfaction with the Location of the Strathearn Station	50%	16%	25%	9%
Satisfaction with efforts to accommodate pedestrians and cyclists within the Strathearn area	26%	41%	19%	16%
Satisfaction with efforts to accommodate vehicle access to and from neighbourhoods and businesses within the Strathearn area	29%	22%	32%	19%
Satisfaction with efforts to accommodate access for commuter vehicle traffic within the Strathearn area	32%	16%	32%	22%

## Holyrood

<i>Respondents who indicated Holyrood 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	64%	24%	12%	
Satisfaction with LRT alignment within Holyrood area	59%	35%		6%
Satisfaction with the Location of the Holyrood Station	76%	18%		6%
Satisfaction with efforts to accommodate pedestrians and cyclists within the Holyrood area	42%	18%	30%	12%
Satisfaction with efforts to accommodate vehicle access to and from neighbourhoods and businesses within the Holyrood area	32%	35%	18%	12%
Satisfaction with efforts to accommodate access for commuter vehicle traffic within the Holyrood area	32%	29%	24%	12%

## Bonnie Doon

<i>Respondents who indicated Bonnie Doon 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	59%	18%	21%	3%
Satisfaction with LRT alignment within Bonnie Doon area	54%	27%	18%	3%
Satisfaction with the Location of the Bonnie Doon Station	71%	15%	6%	9%
Satisfaction with efforts to accommodate pedestrians and cyclists within the Bonnie Doon area	42%	21%	24%	15%
Satisfaction with efforts to accommodate vehicle access to and from neighbourhoods and businesses within the Bonnie Doon	36%	24%	27%	15%
Satisfaction with efforts to accommodate access for commuter vehicle traffic within the Bonnie Doon area	33%	24%	30%	15%

## Avonmore/King Edward Park

<i>Respondents who indicated Avonmore/King Edward Park 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	53%	29%	16%	3%
Satisfaction with LRT alignment within Avonmore-King Edward Park area	55%	29%	11%	5%
Satisfaction with the Location of the 73 Avenue Station	61%	11%	19%	11%
Satisfaction with efforts to accommodate pedestrians and cyclists within the Avonmore-King Edward Park area	42%	11%	27%	21%
Satisfaction with efforts to accommodate vehicle access to and from neighbourhoods and businesses within the Avonmore-King Edward Park area	36%	21%	27%	16%
Satisfaction with efforts to accommodate access for commuter vehicle traffic within the Avonmore-King Edward Park area	40%	18%	26%	16%

## Argyll

<i>Respondents who indicated the Argyll was their area of greatest interest (n=33)</i>				
	Satisfied	Neutral	Not at all satisfied	Don't know/ Not stated
Satisfaction with Overall Concept Plan	51%	21%	24%	3%
Satisfaction with LRT alignment within the Argyll area	45%	33%	21%	
Satisfaction with efforts to accommodate pedestrians and cyclists within the Argyll area	33%	21%	24%	21%
Satisfaction with efforts to accommodate vehicle access to and from neighbourhoods and businesses within the Argyll area	36%	27%	21%	15%
Satisfaction with efforts to accommodate access for commuter vehicle traffic within the Argyll area	36%	18%	27%	18%

## Wagner

<i>Respondents who indicated Wagner was their area of greatest interest (n=6)</i>				
	Satisfied	Neutral	Not at all satisfied	Don't know/ Not stated
Satisfaction with Overall Concept Plan	50%	33%	17%	
Satisfaction with LRT alignment within Wagner area	50%	17%	33%	
Satisfaction with the Location of the Wagner Station	17%	17%	33%	33%
Satisfaction with efforts to accommodate pedestrians and cyclists within the Wagner area	17%	33%		50%
Satisfaction with efforts to accommodate vehicle access to and from neighbourhoods and businesses within the Wagner area	17%	17%	34%	33%
Satisfaction with efforts to accommodate access for commuter vehicle traffic within the Wagner area	17%	17%	34%	33%

## 75 Street

<i>Respondents who indicated 75 Street was their area of greatest interest (n=8)</i>				
	Satisfied	Neutral	Not at all satisfied	Don't know/ Not stated
Satisfaction with Overall Concept Plan	37%	38%	25%	
Satisfaction with LRT alignment within 75 Street area	51%	25%	25%	
Satisfaction with efforts to accommodate pedestrians and cyclists within the 75 Street area	38%	25%		38%
Satisfaction with efforts to accommodate vehicle access to and from neighbourhoods and businesses within the 75 Street area	13%	25%	26%	38%
Satisfaction with efforts to accommodate access for commuter vehicle traffic within the 75 Street area	13%	25%	26%	38%

## Whitemud Drive

<i>Respondents who indicated Whitemud Drive was their area of greatest interest (n=6)</i>				
	Satisfied	Neutral	Not at all satisfied	Don't know/ Not stated
Satisfaction with Overall Concept Plan	50%	17%	34%	
Satisfaction with LRT alignment within Whitemud area	50%	17%	34%	
Satisfaction with the Location of the Whitemud Station	50%		33%	17%
Satisfaction with efforts to accommodate pedestrians and cyclists within the Whitemud area	50%	50%		
Satisfaction with efforts to accommodate vehicle access to and from neighbourhoods and businesses within the Whitemud area	34%	50%	17%	
Satisfaction with efforts to accommodate access for commuter vehicle traffic within the Whitemud area	34%	50%	17%	

## 66 Street

<i>Respondents who indicated 66 Street was their area of greatest interest (n=14)</i>				
	Satisfied	Neutral	Not at all satisfied	Don't know/ Not stated
Satisfaction with Overall Concept Plan	85%		14%	
Satisfaction with LRT alignment within the 66 Street area	71%	17%	7%	7%
Satisfaction with the Location of the Millbourne Station	79%	7%	7%	7%
Satisfaction with efforts to accommodate pedestrians and cyclists within the 66 Street area	64%	14%	14%	7%
Satisfaction with efforts to accommodate vehicle access to and from neighbourhoods and businesses within the 66 Street area	64%	29%	7%	
Satisfaction with efforts to accommodate access for commuter vehicle traffic within the 66 Street area	57%	36%	7%	

## Grey Nuns

<i>Respondents who indicated Grey Nuns was their area of greatest interest (n=5)</i>				
	Satisfied	Neutral	Not at all satisfied	Don't know/ Not stated
Satisfaction with Overall Concept Plan	60%		40%	
Satisfaction with LRT alignment within Grey Nuns area	60%	20%	20%	
Satisfaction with the Location of the Grey Nuns station	60%		20%	20%
Satisfaction with efforts to accommodate pedestrians and cyclists within the Grey Nuns area	40%	20%	20%	20%
Satisfaction with efforts to accommodate vehicle access to and from neighbourhoods and businesses within the Grey Nuns area	60%	20%	20%	
Satisfaction with efforts to accommodate access for commuter vehicle traffic within the Grey Nuns area	60%	20%	20%	

## Mill Woods

<i>Respondents who indicated Mill Woods 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	67%	22%	12%	
Satisfaction with LRT alignment within Mill Woods area	50%	28%	17%	6%
Satisfaction with the Location of the Mill Woods station	44%	17%	34%	6%
Satisfaction with efforts to accommodate pedestrians and cyclists within the Mill Woods area	33%	28%	17%	22%
Satisfaction with efforts to accommodate vehicle access to and from neighbourhoods and businesses within the Mill Woods area	50%	17%	11%	22%
Satisfaction with efforts to accommodate access for commuter vehicle traffic within the Mill Woods area	50%	17%	11%	22%

## Appendix B: Detailed list of public involvement activities

The below details public involvement activities completed from May to November 5, 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 24, 2010 and November 25, 2010.

<b>Date</b>	<b>Activity</b>
Thursday, April 23, 2010	Bonnie Doon Mall (Morguard Properties) 3 participants
Tuesday, May 18, 2010	Southeast LRT Workshop #1 96 Street/102 Avenue to Strathearn Old Timers Cabin – 9430 Scona Road  40 participants
Wednesday, May 19, 2010	Southeast LRT Workshop #2 Strathearn to Bonnie Doon Assumption Catholic Parish – 9040 95 Avenue  81 participants
Thursday, May 20, 2010	Wagner Road Open House Four Points Sheraton – 7230 Argyll Road  8 participants
Wednesday, May 26, 2010	Southeast LRT Workshop #3 Bonnie Doon to Wagner Bonnie Doon Community League Hall - 9240 93 Street  74 participants
Thursday, May 27, 2010	Southeast LRT Workshop #4 Wagner to Mill Woods Mill Woods Town Centre, Mill Creek Room – 2331 66 Street  54 participants
Monday, June 14, 2010	St. James School – Parent Council  23 participants
Wednesday, June 16, 2010	Edmonton Ski Club – Board members  4 participants
Tuesday, September 14, 2010	Southeast LRT Open House (Downtown to Argyll Road) Four Points Sheraton, 7230 Argyll Road  317 Attendees
Wednesday, September 15, 2010	Southeast LRT Open House (Argyll Road to Mill Woods) Four Points Sheraton, 7230 Argyll Road  90 Attendees
Thursday, Sept. 16, 2010	Bonnie Doon Mall 3 participants
Friday, Oct. 15, 2010	Alberta Health Services
Monday, November 1, 2010	Strathearn Community League Executive Committee 8777 96 Avenue  Approximately 10 participants