

Northwest LRT

Public Involvement Report 2010

www.edmonton.ca/LRTProjects

May 2010

Overview

In 2009, the City of Edmonton started a study to evaluate potential Northwest LRT corridors that would connect the planned NAIT station to a future park and ride facility at the northwest city limits. The extension allows for potential future regional connections and creates opportunities for collaboration with the City of St. Albert.

The public involvement process was developed to work within the technical analysis of route options and the LRT Route Evaluation Criteria. The information gathered was used to seek local knowledge about potential benefits and impacts, and to identify items for further study and consultation once a recommended route was selected. Events, meetings and communication about the process were designed to meet project needs, while maintaining a consistent approach to work undertaken in previous LRT planning studies.

A total of 1,381 participants contributed to the public involvement process by completing online questionnaires, face-to-face meetings, attending public workshops, and participating in online discussion forums. In advance of the statutory public hearing planned for June 22, 2010, additional information sessions and stakeholder contact will be conducted.

Key Themes

Overall

Participants brought forward a broad range of issues and thoughts throughout the process. Of significant note was an underlying theme that LRT expansion has great potential to serve both the region and the local population. However, to do this it was noted that the route must serve key destinations, including residential, residential commercial, and future activity centres.



It was also noted that a holistic approach to planning is needed and should continue to be a focus as LRT planning continues. Traffic congestion is already a key concern in this area, and mitigations to address traffic impacts will be needed. As well, there is a desire to ensure that LRT planning integrates and complements other transportation modes, such as bus transit, pedestrian and cyclist connections. While there is desire to ensure the LRT connects to where people live and want to go, there is also desire for mitigations to address impacts to parks/recreation areas, property, and concerns about security/safety

113 A Street

Participants noted that the 113A street corridor provided the best balance in regional access and service to Edmonton communities. The potential for this corridor to provide access to shops, parks and recreation centres was strongly desired, and it was noted that this corridor provided the great potential to encourage higher density development and green communities in Castledowns and Griesbach.

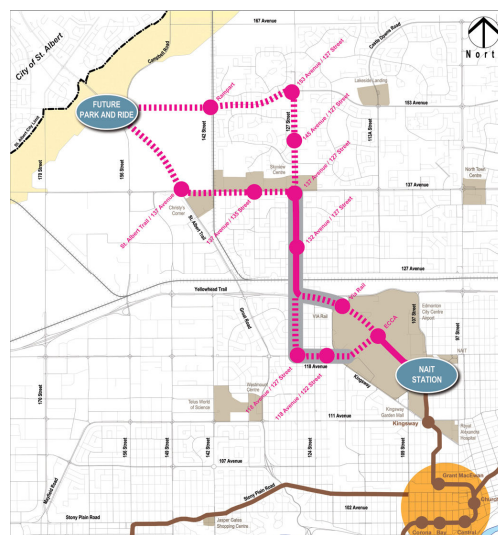
However, there was also a concern this corridor could require property acquisition and that traffic impacts in the area near Grand Trunk would need to be addressed. As well, it was noted that the corridor would be in proximity to a park, and that safety and security concerns would need to be addressed.



127 Street

127 Street was acknowledged as a roadway with significant traffic flow, and it was noted that adding LRT could help address traffic congestion by getting more people to use LRT vs travel in private vehicles. The potential to provide an LRT link to a Via Rail Station along the corridor option was also noted as a benefit for the transportation system as a whole. The option to include a section of LRT on 118 Avenue was also considered as an action that could support revitalization in the area, and it was suggested that some of the property acquisition that was required could rejuvenate parts of the corridor.

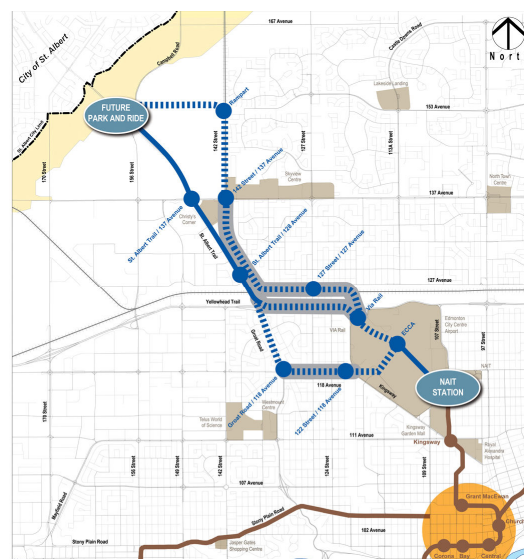
The most prevalent theme on this corridor was the concern that adding LRT on 127 Street would require the loss of traffic lanes. As this street is already busy and there are already concerns about traffic congestion, the concern that lanes could be lost to LRT was noted. As well there is concern that significant property acquisition would be needed to maintain the number of lanes on 127 Street if LRT was also to be added, which led to concerns about residential and community disruption. Concerns about noise and vibration impacts were also raised.



St. Albert Trail

St. Albert Trail was recognized as the quickest and most direct route option, providing great access for St. Albert residents and commuter traffic. Some suggested the addition of LRT to this corridor could reduce traffic congestion and provide benefits to the businesses located along the corridor.

The most prevalent theme on this corridor was a concern that it would not serve Edmonton communities. It was also suggested that this option would miss urban opportunities, as participants felt there were few to no opportunities for LRT to serve or encourage higher density development. As well, there is a concern that adding LRT to this corridor could impact major goods movement corridors.



Participation:

Online questionnaire (Feb 10-March 3)	1,199 participants
Face-to-face interviews with stakeholders	10 completed
2 public workshops (March 23/24)	142 participants
Online discussion forum (March 22-April 19)	30 registered participants
TOTAL	1,381

For a detailed list of public involvement events/promotional activities, please see appendix A.

Online questionnaire (February 10-March 3, 2010)

1,199 participants completed the online questionnaire as part of the first phase of public involvement. Participants were asked to provide the first three digits of their postal code. Of the total number who shared their views on the NW-LRT, 385 participants shared this information. Of the respondents, one in five (18%) resided within T5X, while approximately one in ten resided in T5L (9%) or T8N (8%). Seven percent of participants were residents of T5E or T6V (7% each). Participation was generally scattered across other areas.

The survey was promoted by the City of Edmonton and made available to residents through the City of Edmonton's website.

Respondents by Postal Code		
	Number	Percentage
T5X	71	18.4
T5L	35	9.1
T8N	31	8.1
T5E	28	7.3
T6V	25	6.5
T5K	19	4.9
T5M	13	3.4
T6E	11	2.9
T5Y	11	2.9
Other (less than 3% each)	141	37
Total	385	

March 2010 public workshops

- Of the 142 participants at the March 2010 workshops, 62 completed survey forms.
- 76% of the respondents indicated the information presented was useful and informative, with 16% indicating they were neutral and 6% indicating disagreement.
- 78% of the respondents indicated the information was easy to understand, with 16% indicating they were neutral and 4% indicating disagreement.
- 81% of the respondents felt the project staff was helpful, friendly and accessible, while 13% were neutral and 4% disagreed.
- 61% of the respondents indicated they were able to find satisfactory answers to questions, while 28% were neutral and 14% disagreed.

- 82% of the respondents indicated they had a better understanding of the project because of their attendance, while 5% were neutral and 11% disagreed.

Respondents by Postal Code		
	Number	Percentage
T5E	15	24%
T5G	1	2%
T5K	1	2%
T5L	24	39%
T5M	2	3%
T5P	1	2%
T5W	2	3%
T5X	5	8%
T6K	1	2%
T6V	6	9%
No Response	4	6%
Total	62	

Next Steps

If Council approves the LRT corridor, further engineering and public consultation will be needed to identify major features such as:

- LRT alignment (where the LRT would be located within the corridor – side of street or middle).
- Changes to the roadway network (number of lanes, access strategies for communities/businesses).
- Locations and configurations of LRT stations, and connections for community and pedestrian access.
- Identifying and refining any property requirements.

Concept Planning work is scheduled to take place in 2011.

Appendix A: Detailed list of public involvement activities

Date	Activity
Feb 10-March 3, 2010	<ul style="list-style-type: none"> • Online questionnaire (1,199 participants)
Feb 17, 2010	<ul style="list-style-type: none"> • Interview with Wellington Park Community League
Feb 19, 2010	<ul style="list-style-type: none"> • Interview with Kensington Community League
Feb 22, 2010	<ul style="list-style-type: none"> • Presentation to Edmonton Transit System Advisory Board
Feb 22, 2010	<ul style="list-style-type: none"> • Interview with North West Industrial Business Association
Feb 22, 2010	<ul style="list-style-type: none"> • Interview with Prince Rupert Community League
Feb 25, 2010	<ul style="list-style-type: none"> • Interview with Caernarvon Community League
Feb 27, 2010	<ul style="list-style-type: none"> • Interview with Athlone Community League
March 3, 2010	<ul style="list-style-type: none"> • Interview with Kingsway Business Association
March 4, 2010	<ul style="list-style-type: none"> • Interview with Rosslyn Community League
March 4, 2010	<ul style="list-style-type: none"> • Interview with Dovercourt Community League
March 8, 2010	<ul style="list-style-type: none"> • Interview with Sherbrooke Community League
March 22-April 19	<ul style="list-style-type: none"> • Online discussion forum (30 registered participants, 1,052 comments read)
March 23, 2010	<ul style="list-style-type: none"> • Public Workshop – Calder Hall (87 participants)
March 23, 2010	<ul style="list-style-type: none"> • Public Workshop – Calder Hall (55 participants)
April 1, 2010	<ul style="list-style-type: none"> • Interview with Lauderdale Community League
May 12, 2010	<ul style="list-style-type: none"> • Information booth at “I Love Transit Week” (St. Albert – hosted by St. Albert Transit)
May 31, 2010	<ul style="list-style-type: none"> • Presentation to Edmonton Transit System Advisory Board
June 9, 2010	<ul style="list-style-type: none"> • Information session to overview recommended corridor (Calder Hall)
June 10, 2010	<ul style="list-style-type: none"> • Information session to overview recommended corridor (Caernarvon Community League Hall)