



Results Report



Downtown to NAIT LRT

Station Visioning Workshops

Saturday, November 22, 2008

Robbins Health Learning Centre

Grant MacEwan College



The Downtown to NAIT LRT Project Team would like to thank everyone who came to the MacEwan and Kingsway LRT Station workshops on Saturday, November 22, 2008. We greatly appreciate the time and energy you put into the discussion.

All suggestions from the workshops will be considered as the design process progresses. While, it is still too early to report on how each of the specific suggestions will be considered, it is important to report on the progress of the overall themes from the discussion.

As the design progresses, updates will be shared with the surrounding community and study stakeholders through regular newsletters, website updates, and through Community Advisory Committee meetings and updates to the Stakeholder Advisory Group.

Responses to comments from both station workshops have been combined in this report. Copies of this report and the data from each of the workshops can be downloaded by following links to the Downtown to NAIT LRT study at www.edmonton.ca/LRTprojects, or by calling the LRT Projects information line at **780.496.4874**.



Station security and personal safety considerations

“Station design to be a community
“landmark symbol” and fit/
compliment existing community”

(Kingsway Workshop)

What we heard

Use lighting/clear sight lines/other design elements to ensure transit facilities and surrounding areas do not become a staging area for criminal activity.

What we're doing

The use of Crime Prevention Through Environmental Design (CPTED) principles is highly important to the design of the station and to ensure it is a positive development for the surrounding community.

The project team will place a high importance on CPTED design principles. We will also seek out expertise to review the designs and ensure appropriate measures are taken.

What we heard

Deal pro-actively with homeless issues, crime, and vandalism.

What we're doing

Stations will be designed to discourage graffiti and other vandalism (through use of open sight lines, building materials, security features).



ETS has launched a Transit Watch program – a public awareness and crime prevention program modeled after the “Neighbourhood Watch” program. As well, ETS participates with other community safety initiatives such as DARE (Drug Abuse and Resistance Education), Neighbourhood Watch, Safe Stranger, and Crime Stoppers.

What we heard

Provide security infrastructure such as emergency call stations, security cameras

What we're doing

Safety features including help phones, emergency call buttons, security cameras, and direct dial to security on payphones will be integrated into all transit facilities.

The project will work towards 100% security camera coverage at all LRT stations, the LRT platform, and the bus terminal. We will work with ETS security to ensure this infrastructure is located in the right place.

For more information on ETS security initiatives, see www.takeETS.com (click on “Facilities and Accessibility”, click on “Safety and Security”).

What we heard

Weather protection

What we're doing

All stations will have an indoor heated waiting area to provide weather protection for LRT and bus patrons.

What we heard

Extended community use around the station

What we're doing

The design will explore opportunities for commercial kiosks/café.

Community amenity space is important and will be incorporated where it is feasible and reasonable.

What we heard

24 hour physical presence – patrols by police and security with an office on-site

What we're doing

ETS security provides roaming patrols to all LRT properties

On-site security offices will be explored. For the MacEwan Station, this will include reviewing coverage from the main ETS security office, which is located at the nearby Churchill LRT Station.

“Provide adequate number of crossing locations for pedestrians, bikes, vehicles, etc.” (Kingsway Workshop)

What we heard

Pedestrian access to Kingsway Garden Mall via a pedestrian overpass

What we're doing

Providing safe/convenient pedestrian access from transit facilities to major activity centres such as Kingsway Garden Mall is a high priority.

Pedestrian routes were examined between the transit facilities and Kingsway Garden Mall. Because of the location of other pedestrian destinations, sidewalks, and intersections, a pedestrian overpass would not address pedestrian safety concerns from the transit facilities to Kingsway Garden Mall.

Pedestrians will always choose the most convenient and direct route. Pedestrian overpasses require a longer travelling time, and other jurisdictions have found the overpasses are not used where there are more convenient options. A greater safety hazard will exist if safety measures are not in place for the more direct street-level route.

Intersection design will review pedestrian crossing data to ensure it allows for safe/convenient circulation.

A safety audit will be completed on all intersections by the American Public Transportation Association (APTA).

Ideas and concepts to integrate the station into adjacent communities

What we heard

Design for winter/protect for weather.

What we're doing

All stations will have an indoor heated waiting area to provide weather protection for LRT and bus patrons.

What we heard

Park and ride

What we're doing

The potential for park and ride was reviewed during the earlier planning phase, where it was found that there wasn't sufficient land available in the area to provide park and ride. Also, as the stations are very close to downtown, few users would benefit from using the area for park and ride.

However, we recognize the concern from the adjacent communities and businesses regarding the potential for parasitic parking. We will review the area and determine what measures may be available to reduce the potential for parasitic parking in adjacent areas, including expanding or revising current Residential Parking Programs that are in place.

A public information campaign will discourage patrons from trying to park and ride on the Downtown to NAIT LRT line. It will be advertised as a transit transfer/walk-on/pick-up/drop off line only.

What we heard

Opportunity for daycare/adult respite program deficiencies

What we're doing

ETS offers free transit travel training sessions for individuals and groups. These sessions are customized to meet individual/group learning needs and objectives.

To learn more about the program or to organize a training session, contact the ETS Travel Training information line at **(780) 496-3000**.

What we heard

Need to have a workshop for the NAIT station (temporary and/or permanent).

What we're doing

A workshop for the temporary NAIT station will be held.

What we heard

Encourage more opportunities for business/retail adjacent, near or within the station

What we're doing

Space for retail kiosks will be explored.

Land use plans surrounding the stations encourage main street commercial development. When the LRT is in operation, it will provide more market to encourage this type of development.

Important considerations for the movement of pedestrian, bicycle and vehicular traffic into adjacent communities



What we heard

Crossing safety delineates where the crossings are

What we're doing

We will explore different crossing treatments to reflect this theme.

Industry standards and operating practices will be followed to ensure consistency and clarity of crossing devices.

What we heard

Trains at grade: general impact on major traffic arteries

What we're doing

City Council made a decision when reviewing the Concept Plan to remove roadway capacity in order to encourage more transit ridership.

“Station underground and protected”

(MacEwan Workshop)

Efforts will be made to minimize the impact on traffic within the available roadway capacity, recognizing that priority will be given to LRT and supporting a pedestrian friendly environment.

What we heard

Underground pedway to the hospital

What we're doing

The project team has been working with the health authority, and we are committed to ensuring safe and fully accessible pedestrian connections are available between the LRT station and the hospital. However, the City can not plan facilities on hospital land.

What we heard

Underground station at NAIT

What we're doing

Planning for a station north of Princess Elizabeth Avenue is beyond the scope of the Downtown to NAIT LRT study.

However, the City of Edmonton will work with NAIT to determine the ultimate location of the NAIT Station as part of the upcoming Northwest LRT study.

“Because of existing neighborhood challenges such as social services, social agencies, half way houses, what can you do to mitigate the station becoming a hang out area?”

(Macewan Workshop)

What we heard

Physical separation between private and public property

What we're doing

This will be reviewed as design continues (including design of the multi-use trail). Options include landscaping, screen fencing, or less visually intrusive methods.

What we heard

Provide adequate number of crossing locations for pedestrians, bikes, vehicles, etc.

What we're doing

A pedestrian and cyclist friendly environment is important and will be enhanced through the addition of the new multi-use trail.

Pedestrian and cyclist crossings will be provided at all stations, intersections, and at key mid-block locations.



LRT station features of other stations in Edmonton or elsewhere that people like – and dislike

What we heard

Weather protection for people waiting for train (cold wind)

What we're doing

All stations will have an indoor heated waiting area to provide weather protection for LRT and bus patrons.

What we heard

Station underground and protected

What we're doing

The Downtown to NAIT LRT plan does not include underground LRT stations; however, there will be indoor heated waiting areas.

What we heard

Look at raised pedestrian crossing from LRT/hospital/transit to mall. Avoid surface congestion at intersections.

What we're doing

Pedestrian routes were examined between the transit facilities and Kingsway Garden Mall. Because of the location of other pedestrian destinations, sidewalks,

“Better integration of bus and (MacEwan) LRT Station”

(MacEwan Workshop)

and intersections, a pedestrian overpass would not address pedestrian safety concerns from the transit facilities to Kingsway Garden Mall. Pedestrians will always choose the most convenient and direct route. Pedestrian overpasses require a longer travelling time, and other jurisdictions have found the overpasses are not used where there are more convenient options. A greater safety hazard will exist if safety measures are not in place for the more direct street-level route.

The project team has been working with the health authority, and we are committed to ensuring safe and fully accessible pedestrian connections are available between the LRT station and the hospital. However, the City can not plan facilities on hospital land.

Intersection design will review pedestrian crossing data to ensure it allows for safe/convenient circulation.

A safety audit will be completed on all intersections by the American Public Transportation Association (APTA).



“Trains at grade: Causing gridlock and hampering emergency services”

(MacEwan Workshop)

What we heard

Integrate European-style café into the station

What we're doing

The design will explore opportunities for commercial kiosks/café space.

What we heard

Open station design – transparent with good sight lines

What we're doing

This will be incorporated.

Parking lot issues/questions

What we heard

Provide copy of presentation/handouts

What we're doing

These have been posted on the web at www.edmonton.ca/LRTprojects and circulated to the people who have asked to be on our contact list.

What we heard

Concern noise and vibration assessments will not be extensive enough. Concerned about noise and vibration especially because there are so many curves.

What we're doing

The methodology for noise and vibration assessments is completed following industry standards and best practices used throughout North America.

We will complete building assessments prior to construction to measure pre-construction conditions. Should issues arise, baseline information will be in place.

The track curvature does provide noise challenges at specific locations. We will review engineering and operational modifications to address this (including potential for sound absorption materials, automatic lubricators, operating speeds).

Noise attenuation is only installed if predicted noise levels reach guidelines outlined in City Policy. A noise study was completed using the methodology outlined in this policy for the Downtown to NAIT study, and noise levels predicted for the future do not meet thresholds for noise attenuation.

What we heard

Need financial details of both the engineered solution using existing project budget and the solution after addressing all of the mitigating issues in order to calculate cost escalations.

What we're doing

The project budget presented to City Council in September includes landscaping and architectural/aesthetic features.

At this level of design, conceptual cost estimates are prepared. Detailed costs of specific items have not been developed at this time.

Project costs will be closely monitored and project costs will be reported as tender results are announced during the construction phase.

Detailed financial information on specific items will not be disclosed if it has the potential to negatively impact the City's financial interests through the tendering process.

“Need to talk about NAIT station (temporary and/or permanent)”

(Kingsway Workshop)

What we heard

Show what features will be copied and avoided as compared to other stations like Southgate

What we're doing

Station concepts will be developed and information on specific features will be shared.

What we heard

NAIT station has more importance for connections to mall than Kingsway station

What we're doing

Pedestrian connections to the Mall from both stations are important and will be provided.

“Physical separation between private and public property”

(Kingsway Workshop)

What we heard

What is the plan for the Kingsway Mews? Options? What happens to tenants of Kingsway Mews (who are not owners)? Compensation by City? Property owners will not compensate. Tenants should be involved in negotiations, not just owners

What we're doing

Engineers are working on options to reduce the property required on the Kingsway Mews site. This includes adjustments to the LRT station locations, and roadway design to avoid impacts to the existing buildings. Ensuring continued access and adequate parking is also important.

At this point we don't know for certain which owners/tenants will be affected. Owners/tenants should proceed on the basis of “business as usual”.

The City strives to assist affected business if they are required to relocate because of City infrastructure projects.

Affected businesses may include property owners and tenants of various kinds. Each party is responsible for their own interests and we deal with each individually.

Any discussion with a tenant is independent of discussions with a property owner, as tenants' issues and needs are different. In addition, we keep information confidential as business issues are not public information.

What we heard

Need details of underground costing vs. at grade (street-level)

What we're doing

The discussion of underground vs. street-level LRT was extensive throughout City Council's review of the Downtown to NAIT concept plan in July and September 2008.

Estimates to build the LRT underground for the entire alignment were included as part of these reports. The July 2008 Council report indicated an additional \$400 million would be needed to place the entire LRT alignment underground.

This report is available online at www.edmonton.ca/LRTprojects (Downtown to NAIT LRT study>Publications and News)

This information was presented to City Council, who considered a motion to put the LRT underground. The motion was defeated.



What we heard

Maintaining the service road will be an issue at temporary NAIT station

What we're doing

We will review this concern as part of the design process and provide an update in future reports.

What we heard

The service road will become a kiss 'n ride area, so instead a good location needs to be designed and built for passenger drop-offs.

“Look at raised pedestrian crossing from LRT/hospital/transit to mall. Avoid surface congestion at intersections” (Kingsway Workshop)

What we're doing

We will review this concern as part of the design process and provide an update in future reports.

What we heard

SISEM and Holy Rosary Church concerns:

- Safety for children and parishioners
- Limited access to daycare
- Limited access for emergency vehicles
- Vandalism
- Suggest the station be moved to the airport

What we're doing

These concerns will be addressed in the design of the temporary station. Specific measures to address these concerns will be discussed at a future workshop.

The permanent location of the NAIT station will be determined as part of the Northwest LRT study.



Stay informed.

If you would like to receive regular information on the Downtown to NAIT LRT study, please join our email list by typing 'subscribe to NLRT email' in the subject box. You may also receive printed updates by calling the LRT Projects Information Line at **780.496.4874** and leaving your name and address. Updates will also be posted on the Downtown to NAIT LRT portion of the website at www.edmonton.ca/LRTprojects, under LRT Studies.