

This table summarizes the major issues and concerns brought forward through the Downtown to NAIT LRT Concept Plan public involvement process (May 2007-08), and the Transportation Department response.

Track Location

Issue	Response
<p>While the majority expressed support for the LRT route and alignment, a segment of directly impacted stakeholders is concerned the community impacts of a surface LRT line are too significant.</p> <p>An underground LRT alignment has been suggested.</p>	<ul style="list-style-type: none"> • We highly respect concerns about community impacts; however, to build an LRT line in an already developed corridor with limited Right-of-Way, property acquisition and community impacts are unavoidable. • The Downtown to NAIT LRT Concept Planning study uses previous Council-approved studies as its basis, which included bringing an LRT to surface on 105 Avenue. These studies include: the 2005 High Speed Transit Concept Plan, the Downtown North Edge Development Concept, and the 105 Avenue Multi-use Trail Corridor study. • The High Speed Transit Strategic Plan provides planning guidance for future LRT extensions (approved by Council in 2004). A key component of this plan is to bring the LRT to surface as soon as possible. • Underground will add significant costs to the project. An estimate using the recommended alignment found running the line underground would cost an additional \$400 million to the cost of the project (\$2008). This estimate factors in savings in land acquisition and roadwork.
<p>Locating surface LRT on the west side of 105 Street may prevent future redevelopment opportunities.</p>	<ul style="list-style-type: none"> • The Downtown North Edge Development Concept identifies a mixed use and increased density along the high speed transit corridor. • Providing opportunities for redevelopment on remnant land is an important component of the recommended Concept Plan. • A technical review has confirmed that the remnant land can be redeveloped and rezoned to provide intensified development within walking distance to the proposed MacEwan LRT Station.
<p>An underground alignment that turns north on 104 Street should be considered.</p>	<ul style="list-style-type: none"> • An underground alignment along 104 Street is not consistent with the previously approved planning studies. • While running underground will save some costs in property acquisition, the incremental costs to build an underground alignment along the 104 Street alignment up to 108 Avenue, are in the order of \$150-200 million. This would also push the MacEwan LRT Station to 106 Avenue/106 Street, adding over 250 metres walking distance. • The potential to build a surface LRT on this alignment was reviewed. Track geometry would have necessitated a significantly tight turn that would cause “wheel squeal” and maintenance issues. This alignment would also push the MacEwan LRT Station north of 106 Avenue.

LRT Station Locations

Issue	Response
NAIT Station – property acquisition on Kingsway Garden Mall site (Avonair Curling Club, Oxford Properties).	<ul style="list-style-type: none"> • Reconfigured station location to avoid property acquisition and parking losses for the Curling Club and Kingsway Garden Mall.
NAIT Station – Connectivity to NAIT.	<ul style="list-style-type: none"> • Providing a temporary station south of Princess Elizabeth Avenue allows flexibility to integrate a permanent station on the NAIT Campus. • We will continue to work with NAIT to develop recommendations for Council on a permanent station within the NAIT Campus. • The temporary station will be designed to be functional, but minimize long-term costs if the station is relocated in future years. This includes using side-loading platforms and minimizing the station footprint.

Pedestrian/cyclist circulation

Issue	Response
Pedestrian and cyclist access to residences, businesses, institutions and the LRT is highly valued	<ul style="list-style-type: none"> • A new multi-use trail will be built as part of the project to connect Princess Elizabeth Avenue to the MacEwan LRT Station and the 105 Avenue multi-use trail corridor. This will allow potential future connection to the downtown core. • Plans to accommodate pedestrians and cyclists will continue to be refined and discussed with local stakeholders over the next year.
Pedestrian safety	<ul style="list-style-type: none"> • LRT/pedestrian crossings will be designed to meet or exceed industry safety guidelines. Crossing gates, pedestrian warning bells and lights will be used as appropriate. • Barriers will be used to prevent pedestrian crossings of LRT tracks at unauthorized locations. The type, size and style of barrier will be discussed with stakeholders in future consultation. • When specific intersection and pedestrian crossing designs are completed, an independent safety audit will be conducted.

Landscaping/mature trees/Visual appeal

Issue	Response
Preserving mature landscaping and existing trees is highly desired.	<ul style="list-style-type: none"> • Where possible, existing trees that need to be moved for LRT or road realignments will be relocated. If they can not be relocated, they will be replaced with new plantings. • Landscaping plans will be developed with feedback from area stakeholders.
Privacy/Potential loss of berm on 106 Street (Spruce Avenue)	<ul style="list-style-type: none"> • Landscaping along the LRT corridor will be enhanced, particularly where the LRT will be adjacent to residential areas. • The existing berm will be maintained as much as possible. Retaining walls or a privacy fence will be considered to maintain the height of the berm where this can not be accomplished. These issues will be discussed with the local community as more engineering details are available.

Visual appeal	<ul style="list-style-type: none"> Stations and bus terminals will be designed to “fit” with the character of their surroundings. Station designs will be reviewed by the Edmonton Design Committee.
---------------	--

Property Acquisition

Issue	Response
Community impacts	<ul style="list-style-type: none"> We highly respect concerns about community impacts; however, to build an LRT line in an already developed corridor with limited Right-of-Way, property acquisition and community impacts are unavoidable. We will work with the property owners of required property to ensure they are treated fairly. The LRT alignment along 105 Street (105 Avenue to 108 Avenue) was modified to alleviate concerns that it would leave some properties isolated or with reduced access.
Loss of affordable housing	<ul style="list-style-type: none"> There is an opportunity to build affordable housing on remnant land to alleviate concerns about the impact on existing stock. This will be reviewed. A subsidy or incentive may be required to pursue this project.

Traffic impacts

Issue	Response
Adding LRT will impact traffic patterns along a busy corridor	<ul style="list-style-type: none"> Traffic modelling studies were completed to determine how to accommodate LRT with projected traffic in 2041. The studies concluded LRT can be accommodated at-grade within City of Edmonton Roadway Planning and Design objectives; however, roadway modifications and intersection improvements are needed. Along the LRT corridor, intersections will be designed to ensure they balance North American guidelines for safety and reliability. These guidelines balance considerations for vehicle, pedestrian and transit travel time. To accommodate LRT and encourage transit use, vehicle capacity at intersections during peak hour will be reduced from current levels. This will benefit transit users; however, motorists should anticipate additional delays.

LRT Safety equipment

Issue	Response
Crossings must be safe	<ul style="list-style-type: none"> All crossings will incorporate the latest industry standards for safety and reliability. This will include the provision of crossing gates, warning bells, and flashing lights. An independent safety audit of all vehicle and pedestrian crossings will be conducted.
Noise from warning bells will spill over into neighbouring communities.	<ul style="list-style-type: none"> Traditional “rail-style” bells will not be used. Electronic bells that are directed to pedestrians will be used to limit the potential for noise to carry beyond the pedestrian areas.

Security

Issue	Response
Security at the stations	<ul style="list-style-type: none"> All facilities and the multi-use trail will be designed to incorporate Crime Prevention Through Environmental Design principles.

Public Involvement process

Issue	Response
The questionnaire results are not reflective of the general population	<ul style="list-style-type: none"> The public involvement process was not intended to replicate a public opinion poll. The process was designed to gain a clearer understanding of where there are concerns and issues and how these perceptions vary by stakeholder group. This information is used to help determine actions to mitigate impacts where possible and collect information on the issues and concerns for Council, so they can make an informed decision.
The public involvement process was limited in scope.	<ul style="list-style-type: none"> The public involvement process was designed to operate within the scope of previous Council-approved studies and direction. Contemplating directions beyond this scope through public involvement may raise unrealistic expectations, and would require specific direction from Council.
Some people did not know about the open houses or questionnaires.	<ul style="list-style-type: none"> An extensive communications program was used to promote opportunities for public involvement. This included direct mail flyers, advertising, street signs, posters, media relations, and providing promotional materials to stakeholder groups. There is no way to guarantee everyone will get information about any given project. However, with over 750 participants in the first round of consultation, and approx. 600 participants in the second round of consultation, there was significant participation and awareness of this study.

Noise

Issue	Response
The LRT will be noisy	<ul style="list-style-type: none"> Noise modelling studies have been completed to project future noise levels out to 2041. These studies have concluded noise levels will be below the threshold specified in the <i>Urban Traffic Noise Policy</i>. Modifications to the track alignment along 105 Street reduce the potential for wheel squeal, which would provide short-term, but disturbing noise. Noise levels will be monitored after implementation and mitigated, if necessary, to meet City policy.