

CITY BUILDING

# What We Heard Summary: Mass Transit Engagement

December 2022

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SHAPE OUR CITY

Edmonton

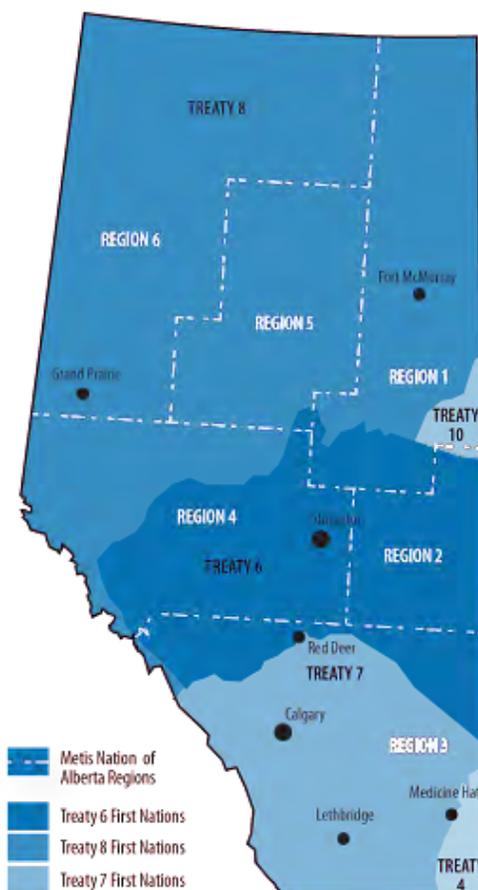
## TREATY ACKNOWLEDGEMENT

The City of Edmonton honours and thanks the many Nations on whose historical and traditional lands Edmonton was founded, including the Cree, Dene, Saulteaux, Blackfoot and Nakota Sioux. We acknowledge and embrace the fact that we are on the traditional land of Treaty 6 territory and the traditional Métis homeland.

We acknowledge all the diverse Indigenous people, whose ancestors' footsteps have marked this territory for centuries – from First Nations, Métis, Inuit and now settlers from around the world. We do this to create awareness that we are all treaty people, and to show recognition and respect for Indigenous Peoples and the traditional territories on which we live, work and play.

We take our responsibilities with Indigenous peoples seriously, and together we call upon all of our collective honoured traditions and spirits to work in building a great city for today and future generations.

Amiskwaciwâskâyhkan



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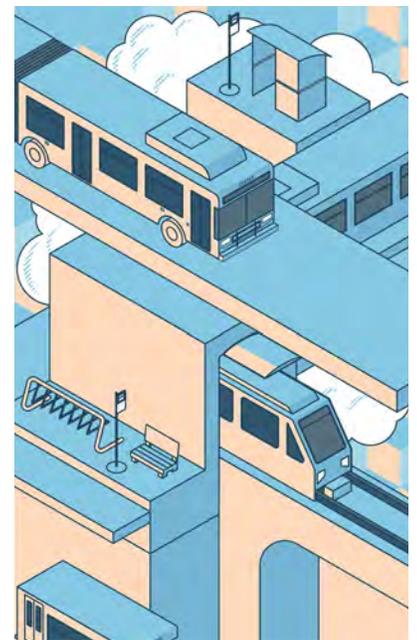
# What We Heard Summary: Mass Transit Engagement

## 1. INTRODUCTION

### Mass Transit Engagement

In 2022 The City of Edmonton's Mass Transit Project Team developed a plan to engage Edmontonians on how the City can expand mass transit options to provide service for a future 1.25 million residents. The engagement process consisted of two rounds. The first was designed to grow the understanding of what mass transit is, hear resident concerns and develop a set of principles for the non-LRT mass transit network. The second round was designed to confirm route alignments, station spacing and understand people's preferences and priorities around which street elements are most important.

The information gathered through the two rounds of engagement, alongside a series of technical assessments, will ultimately guide the implementation of the mass transit infrastructure implementation work. Improving the transit services in Edmonton will help create a more equitable mobility network, reduce the City's environmental impact and provide more choices for how residents move around the city. This project is one way the City is working to build a transit network that will meet the daily needs of every person living, working and visiting Edmonton.



## 2. METHODOLOGY

The second round of public engagement took place from October 3 to October 28, 2022. The intention of this round was to hear from a broad range of residents on the proposed non-LRT mass transit lines, including routes, station alignment and street design. All with the aim to inform the broader Mass Transit: Implementing for 1.25 Million People project.

Hearing from diverse perspectives was a core function of the project's engagement process, and the GBA+ process was used to design the engagement approach. This was done with the intention of capturing thoughts and ideas from those who don't typically engage with the City and were not otherwise aware of their ability to influence the project. This meant garnering ideas from a broad range of participants through both online and in-person formats. Throughout the course of the engagement, the project team heard about the preferences, concerns and suggestions for Non-LRT Mass Transit from 3,151 participants. The feedback gathered through this second phase of engagement will help inform the project team as they continue to revise the corridor routes and street designs. Additional engagement opportunities are anticipated ahead of the project's detailed design and construction phase. Although no final decisions about routes will come from this engagement, stakeholders' preferences, ideas and concerns are being used to inform the next steps of technical planning.

### How We Engaged

To share preferences, ask questions, leave comments and provide insights, participants were given the opportunity to join the conversation in a number of ways, including:

#### ENGAGEMENT METHODS

- + Four online information and working sessions held on October 19, 20, 25 and 26 via Zoom Video Conferencing.
- + Five pop-up engagement events held at the following locations:
  - + Eaux Claires Transit Centre
  - + Churchill Square (on two occasions)
  - + Clareview Recreation Centre
  - + Century Park Transit Centre
- + Online via a long form survey available via [engaged.edmonton.ca/masstransit](https://engaged.edmonton.ca/masstransit)

### **ONLINE INFORMATION AND WORKING SESSION**

Members of the public were invited to join online Working Group sessions with City of Edmonton project team members to explore routes and options being explored for the Mass Transit: Implementing for 1.25 Million People project. This allowed interested individuals the opportunity to dive deeper into the nuance of the subject. Using a dynamic mix of data and visuals, the aim of the sessions was to discuss potential routes, street design and the associated trade-offs for each corridor. These sessions also provided opportunities to ask questions and raise concerns specific to each proposed corridor.

Between October 19 and October 26, four Online Working Group sessions were held, engaging with 18 participants.

### **POP-UP ENGAGEMENTS**

Pop-up engagement events were hosted at various locations across Edmonton to provide an opportunity for transit users and residents alike to share their views on the upcoming non-LRT mass transit system. We asked participants to share their ideas and preferences on how non-LRT mass transit could be integrated along unique corridors. The information gathered during these pop-ups helped the project team understand preferences for station designs and provided an opportunity to share information about the project with those who might not otherwise engage with the process.

Between October 4 and October 6, the pop-up engagement events received a total of 78 comments from 152 of participants.

### **ONLINE SURVEY AND WEB PAGE**

Through the Engage Edmonton web page, the team shared project details, advertised engagement opportunities, provided means for survey feedback and displayed ongoing developments as the process unfolded. The web page also offered opportunities for viewers to access a Q&A tool and an Ideas tool. See Appendix A and B for responses provided to these tools.

In addition to the feedback gathered through the aforementioned tools on the project engagement web page, the project survey was another opportunity for residents to provide feedback. This online engagement approach allowed residents to share their insights 24/7 with relatively minimal investment in time. This enabled the project team to gain a wide breadth of feedback and meaningfully inform the public about Edmonton's mass transit ambitions for 1.25 million people.

Participants were given the opportunity to select which of the five corridors they would like to provide feedback on and were then given a series of related questions based on their selections. Selection could include as little as one or as many as five corridors. The questions were designed to understand participants' thoughts on the draft cross-section designs as well as route and station alignment preferences for each corridor.

Between October 3 and October 28, the website received 4,450 visits and 2942 online surveys were submitted. The Q&A tool received 19 responses and the Ideas tool received 43 submissions.

## How We Communicated

Engagement opportunities in Round 2 were communicated to residents of Edmonton using the following methods:

- + Edmonton.ca/MassTransit
- + The Engaged Edmonton web page
- + Via the Insight Community survey
- + In-person promotion during pop-ups
- + Via Social media
- + Messaging to 311
- + Posters in Edmonton transit depots
- + Emails to various community groups impacted by mass transit

## 3. WHAT WE HEARD

Participants were asked to provide input on five proposed corridors across Edmonton throughout this phase of the engagement process. For each of the proposed corridors (except for the 87th Avenue Corridor), participants were presented with schematic ideas about what the corridors could look like and asked about their preferences. Participants were also asked to provide input on corridor routes and station alignments to understand their preferences for route coverage.

The five corridors that were examined during this process are as follows:

- + The Gateway Boulevard & Calgary Trail Corridor
- + The 97 Street (North of Yellowhead Trail) Corridor
- + The 97 Street (South of Yellowhead Trail) Corridor
- + The 87 Avenue (Near West Edmonton Mall) Corridor
- + The Whyte Avenue Corridor

The feedback from the engagement is presented on the following pages.

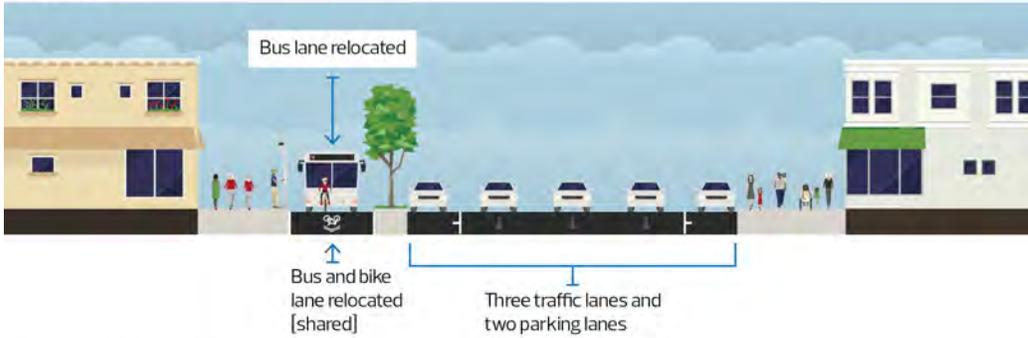
### 3.1 The Gateway Boulevard & Calgary Trail Corridor

#### STREET UPGRADES

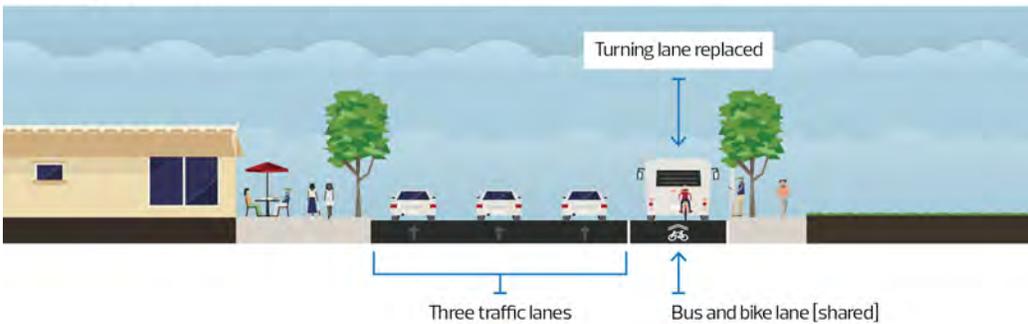
In round 2 of the engagement process, Edmontonians were presented with two options for the potential configuration of the Gateway Boulevard and Calgary Trail corridors. The changes proposed are aiming to better accommodate more modes of transportation, namely transit.

#### Option 1

Calgary Trail



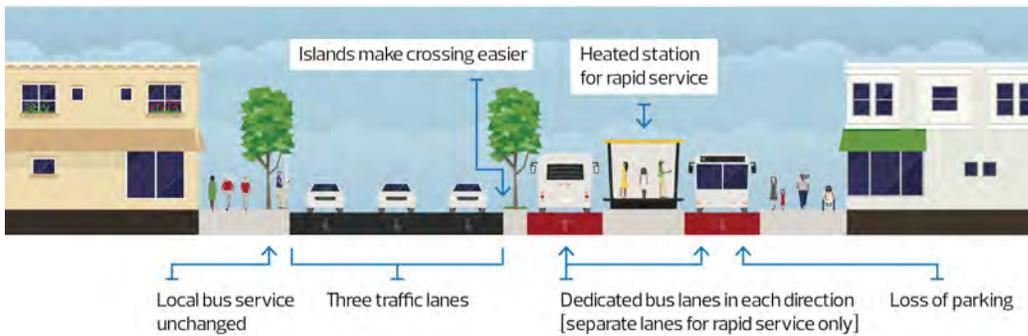
Gateway Boulevard



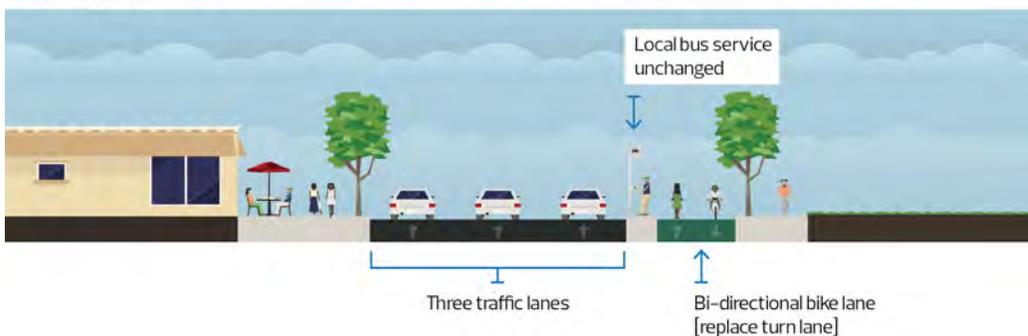
In Option 1 there are larger sidewalks, more traffic and parking lanes retained and a shared bike/bus lane.

#### Option 2

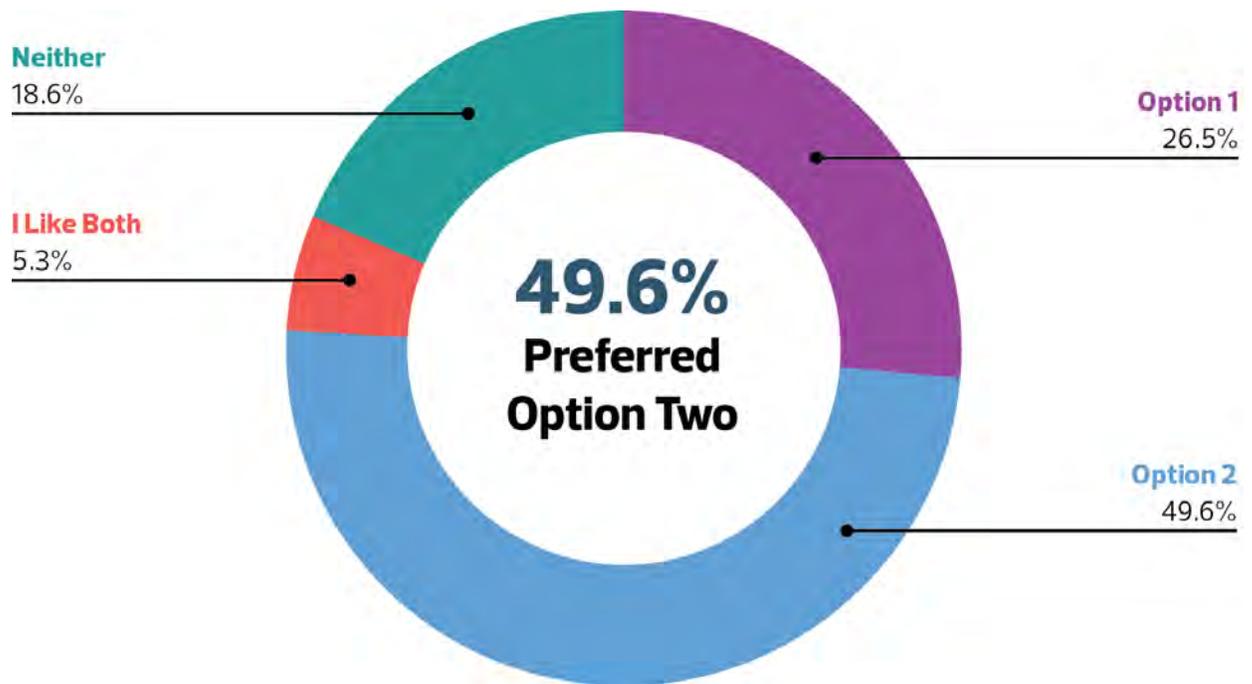
Calgary Trail



Gateway Boulevard



In Option 2 we see a two-directional dedicated bus lane on Calgary Trail, a dedicated bike lane on Gateway Boulevard and an enhanced passenger experience, with covered station.



While Option 2 was preferred over Option 1, another 5.3% said they liked both options, with the remaining 18.6% saying neither option is preferred.

### TOP HIGHLIGHTS

<b>Separate Cycling Lane</b>	The inclusion of separate cycling lanes to encourage greater use
<b>Shared Bus Lane Concerns</b>	Buses colliding with cyclists or being held up behind cyclists were a concern for the shared lanes
<b>Minimize Impacts</b>	Respondent requests for the changes to the streetscape limiting negative impacts on traffic flow for personal vehicles
<b>Turning Lane Concerns</b>	The potential negative impact to vehicles using the corridor
<b>No Street Parking</b>	The removal of street parking was encouraged for this area. It was mentioned that less parking could mean more room for cycling infrastructure or improving vehicle traffic flow

Additionally, the dedicated bus lane received positive feedback from many respondents. Some respondents specifically commented on it being a beneficial addition to the area's transit options. While others explicitly listed loss of parking being the contributing factor.

During the pop-up engagement sessions and workshop events, the preference was split between the two options, with no clear front runner between the two. Feedback on the two included:

*"Too many lanes for cars still, speeds will be high" [Option 1]*

*"Bikes and buses have way different speeds. This feels uncomfortable for the cyclists." [Option 1]*

*"Heated stops. Great for winter!" [Option 2]*

*"High quality ped crossings required at and between stops" [Option 2]*

## CORRIDOR ROUTES AND STATION ALIGNMENTS

When presented with the case for maximizing transit coverage versus maximizing transit speed, participants were asked to choose which should be the priority and why. For Calgary Trail and Gateway Boulevard Maximum Coverage had more support, however many responded with the idea of a hybrid or combination approach. They liked that there are more opportunities for transit users to access stops and maximize the amount of users on the non-LRT mass transit system.

The workshop events gave individuals a chance to dive deeper into the nuance of the two and in this case a unanimous decision was in favour of Maximum Coverage. Their rationale for why included:

- + Stops are closer to the relevant residence and/or destination, there's a shorter last mile
- + Great for people with limited mobility
- + It creates a new route for those going down Calgary trail where there was no option in the past.
- + More stops makes it enticing to build more housing to live here

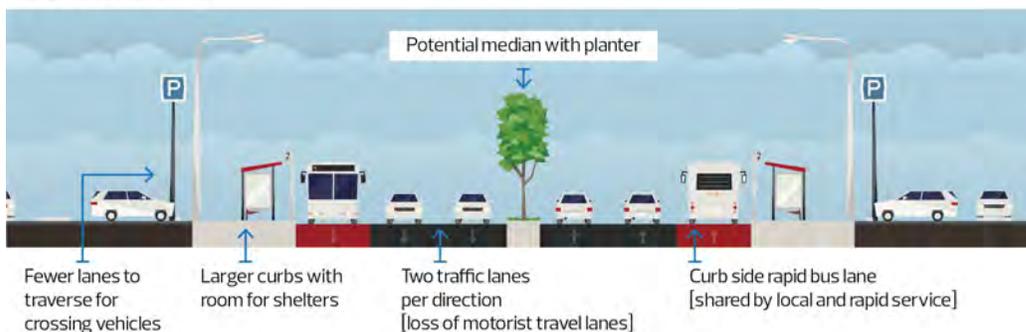
## 3.2 The 97 Street (North of Yellowhead Trail) Corridor

### STREET UPGRADES

In round 2 of the engagement process, Edmontonians were presented with two options for the potential configuration of the 97 Street (North of Yellowhead Trail) corridor. The changes proposed are aiming to better accommodate more modes of transportation, namely transit.

#### Option 1

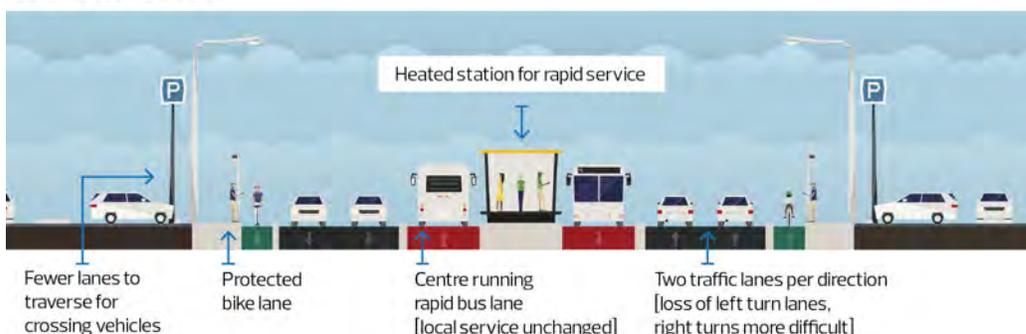
97 Street / 132 Ave



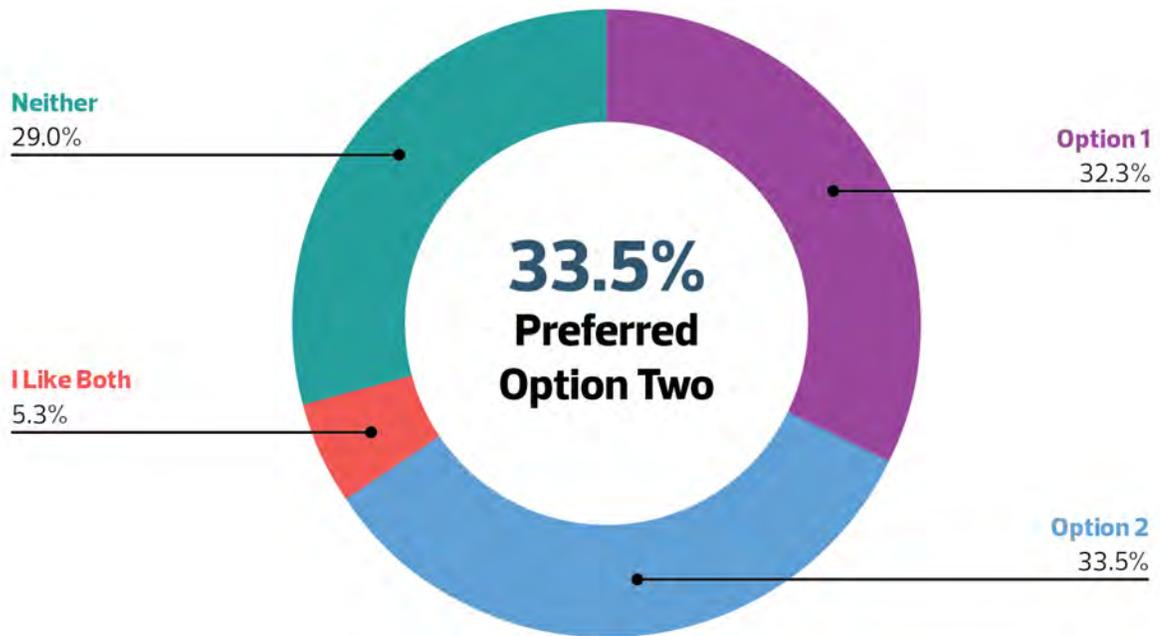
In Option 1 there are larger curbs with room for shelters, the addition of a bus lane means each direction of traffic is reduced to two lanes.

#### Option 2

97 Street / 132 Ave



In Option 2 we see the bus lanes are centralized with a heated shelter in the middle. This option also hosts two vehicle lanes in each direction, plus the addition of a dedicated bike lane in both directions.



While Option 2 was slightly more preferred over Option 1, another 5.3% said they liked both options, with the remaining 29% saying neither option is preferred.

#### TOP HIGHLIGHTS

<b>Separate Cycling Lane</b>	The inclusion of separate cycling lanes would enhance comfort for cyclists on the road and could encourage more Edmontonians to cycle
<b>Concern over Reduced Lanes</b>	The heavy traffic along this corridor could mean that commuting becomes more difficult for motorists
<b>Impact to Drivers be Minimized</b>	Motorists are generally concerned with the negative impact on their driving experience
<b>Turning Lane Concerns</b>	Eliminating the left turn lane raised concerns about impact on traffic flow and safety when attempting to turn where there would no longer be a dedicated lane for those exiting the corridor
<b>Pedestrian Safety</b>	A lack of measures for pedestrians to safely access the centrally located bus shelter was also of great concern

Additionally, respondents appreciated the concept of a heated bus station to ensure increased comfort while waiting for the bus, particularly in the winter time.

During the pop-up engagement sessions and workshop events, there was a slight preference for option one over two. Feedback on the two included:

*"It appears that costs may be less than option 2" [Option 1]*

*"Concerned about congestion issues associated with removing driving lanes." [Option 1]*

*"Left turns across bus lanes can be difficult." [Option 2]*

*"I like that the bike lane is physically separated from traffic." [Option 2]*

## CORRIDOR ROUTES AND STATION ALIGNMENTS

When presented with the case for maximizing transit coverage versus maximizing transit speed, participants were asked to choose which should be the priority and why. Almost twice as many respondents said Maximum Coverage than speed. They liked that there are more opportunities for transit users to access stops and maximize the amount of users on the non-LRT mass transit system.

The workshop events gave individuals a chance to dive deeper into the nuance of the two and in this case 75% of participants were in favour of Maximum Speed. Their rationale for why included:

- + Being much faster is key if we want to compete with the drive times of cars
- + We need less stops so that it can really go fast
- + It can also get people downtown or to school quicker, versus the existing bus

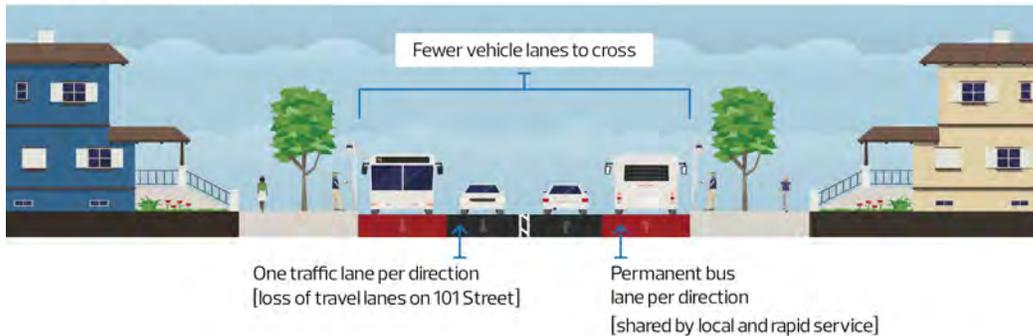
## 3.3 The 97 Street (South of Yellowhead Trail) Corridor

### STREET UPGRADES

In round 2 of the engagement process, Edmontonians were presented with two options for the potential configuration of the 97 Street (South of Yellowhead Trail) corridor. The changes proposed are aiming to better accommodate more modes of transportation, namely transit.

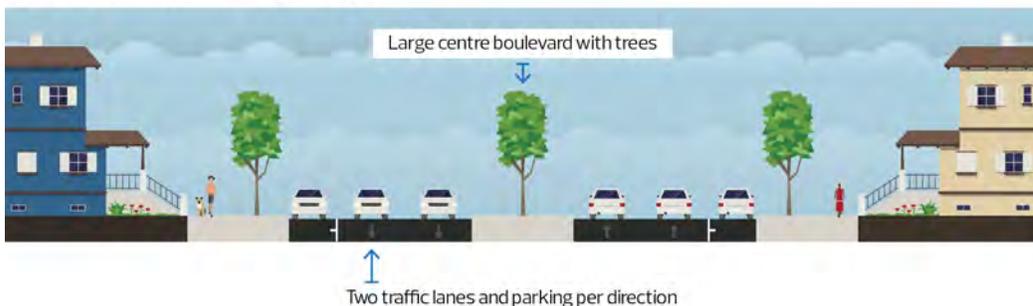
#### Option 1

101 Street / 113 Avenue



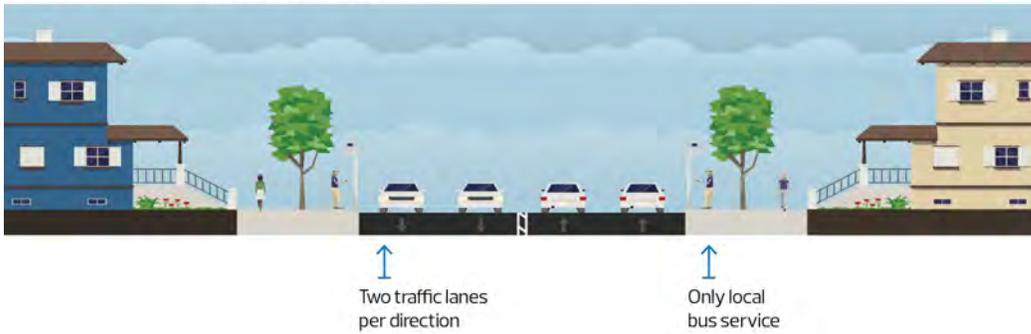
In Option 1 the dedicated transit lanes are on 101 Street, with vehicle lanes being reduced to one in each direction.

97 Street / 113 Avenue (no change)

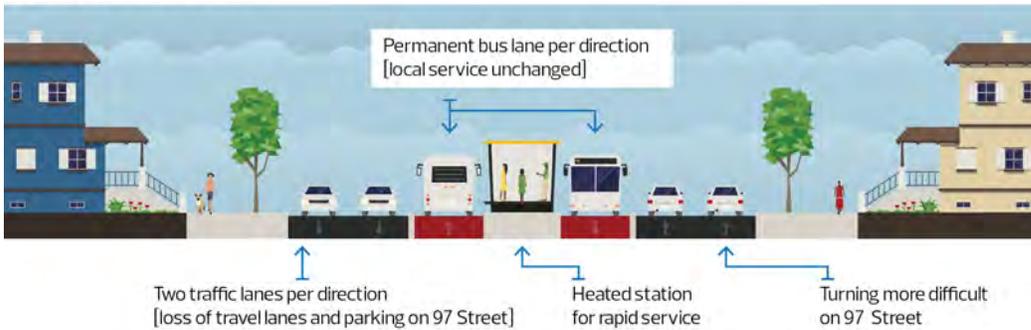


## Option 2

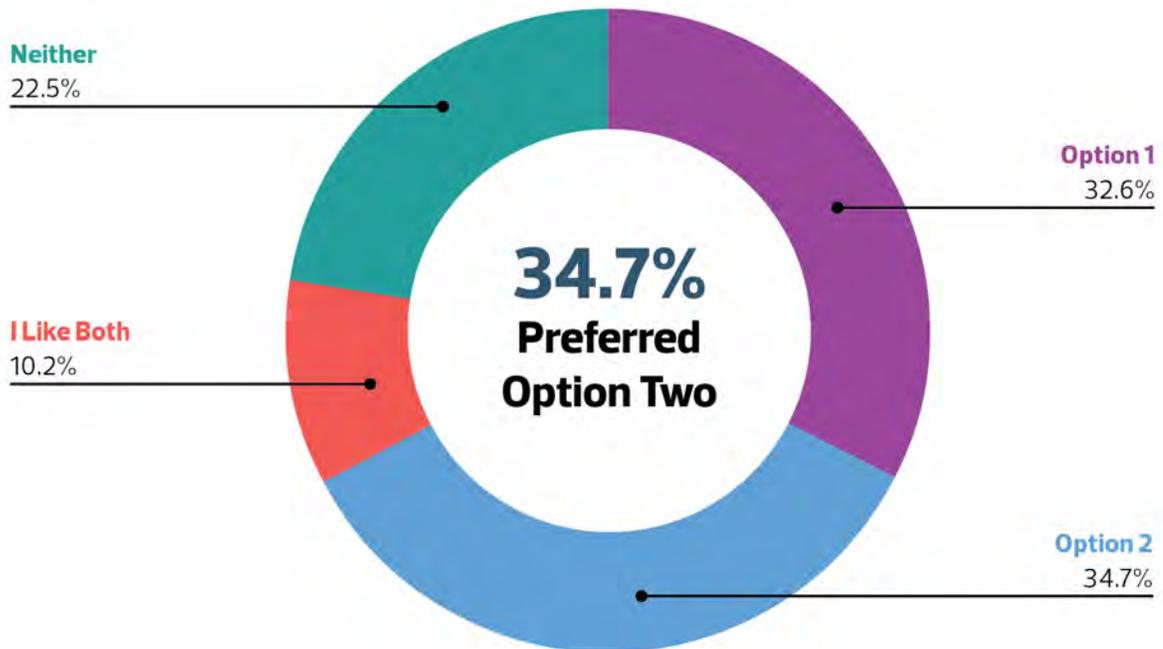
101 Street / 113 Avenue (no change)



97 Street / 113 Avenue



In Option 2 the dedicated transit lane is centralized on 97 Street, with a heated station in the centre median. The parking lane is removed in both directions to accommodate this change.



While Option 2 was slightly more preferred over Option 1, another 10.2% said they liked both options, with the remaining 22.5% saying neither option is preferred.

## TOP HIGHLIGHTS

<b>Maintain Street Trees</b>	Many respondents were vocally against the removal of trees along the boulevard. It was noted that any option that removed the trees would take away from the character and visual appeal of the area
<b>Minimize Impact to Motorists</b>	Respondents noted that the option that impacted traffic flows least and increased ease of travel most should be implemented
<b>Pedestrian Safety</b>	The need for transit users to cross the roadway in order to board or disembark the buses was a key area of concern
<b>Heated Stations</b>	It was said frequently that keeping transit users warm while waiting in the winter months is of importance
<b>Turning Lane Concern</b>	Eliminating the left turn lane raised concerns about impact on traffic flow in what is an already busy segment of the corridor

Additionally, the dedicated bus lane received positive feedback from many respondents. Some respondents claim it can reduce the chance of buses meant for rapid service becoming stuck in traffic or being slowed down by cyclists.

During the pop-up engagement sessions the preference was for option 2, where the workshop participants preferred option 1. Feedback on the two included:

*"Option makes sense on 101 street, parking lane is not well used" [Option 1]*

*"97 st is such a high traffic street, it does not make sense to eliminate traffic lanes..." [Option 1]*

*"I feel the loss of parking for residents on 97 St will be difficult for some residents. Also do not like to lose the trees on the central median or have an increase in traffic on 101 St." [Option 2]*

*"need to think about pedestrian experience along 97th and expanding the sidewalk " [Option 2]*

## CORRIDOR ROUTES AND STATION ALIGNMENTS

When presented with the case for maximizing transit coverage versus maximizing transit speed, participants were asked to choose which should be the priority on this corridor and why. More than twice as many respondents said Maximum Coverage over speed. They liked that there are more opportunities for transit users to access stops and maximize the amount of users on the non-LRT mass transit system.

The workshop events gave individuals a chance to dive deeper into the nuance of the two and in this case 100% of participants were also in favour of Maximum Coverage. Their rationale for why included:

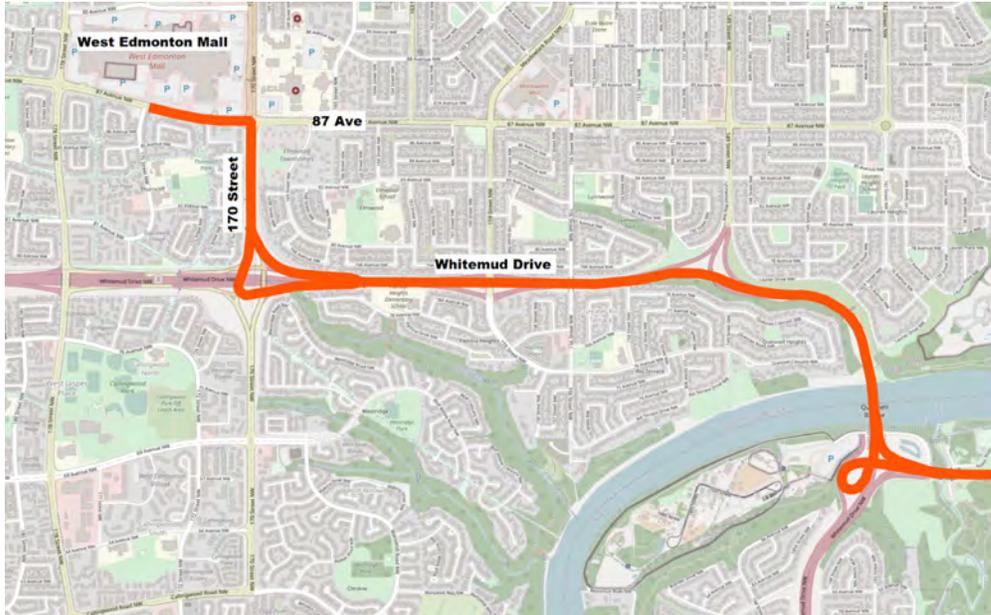
- + There are more people living around this corridor and all potential stops.
- + It was also seen as being better integrated with connector / local routes along this segment of the corridor.

### 3.4 The 87 Avenue (Near West Edmonton Mall) Corridor

#### ROUTE ALIGNMENT

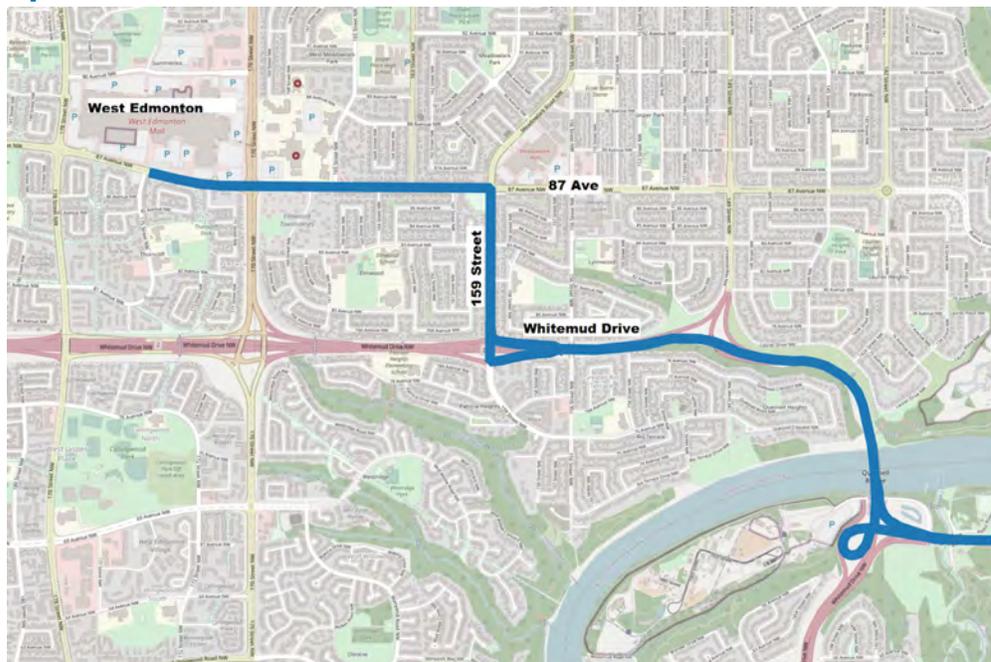
For 87 Avenue, Edmontonians were presented with three options for the potential configuration of the route, rather than streetscape design. The corridor's route alignment was the primary point of conversation as this is a top priority in the City's decision making process so as to align with the new LRT line currently under development.

#### Option 1



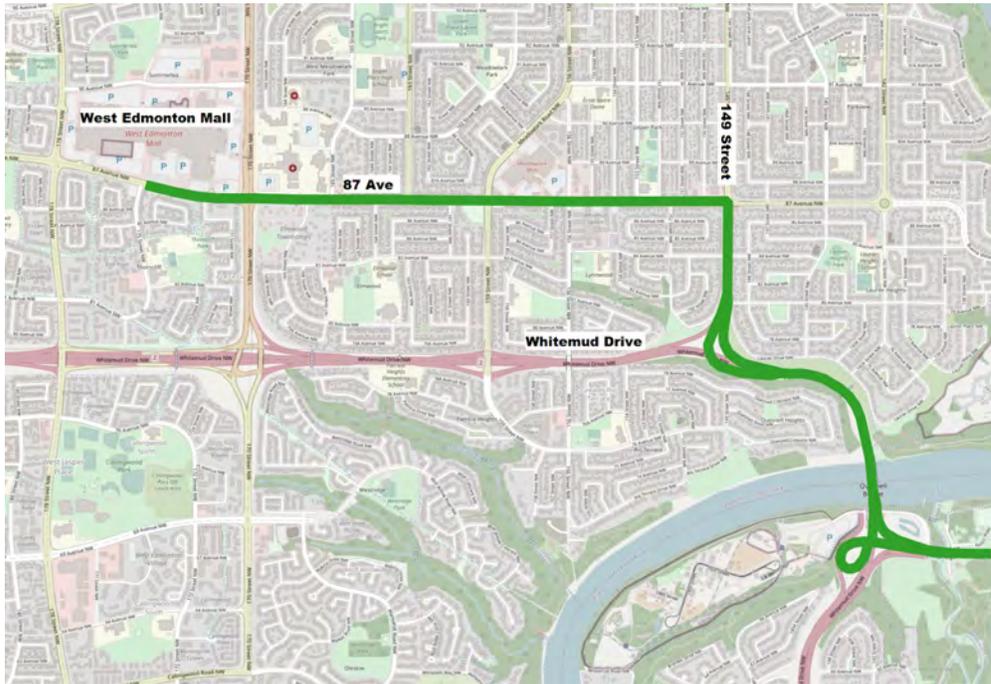
In Option 1 the bus immediately heads south on 170 Street to connect with Whitemud Drive, completing the majority of its trip along the Whitemud.

#### Option 2

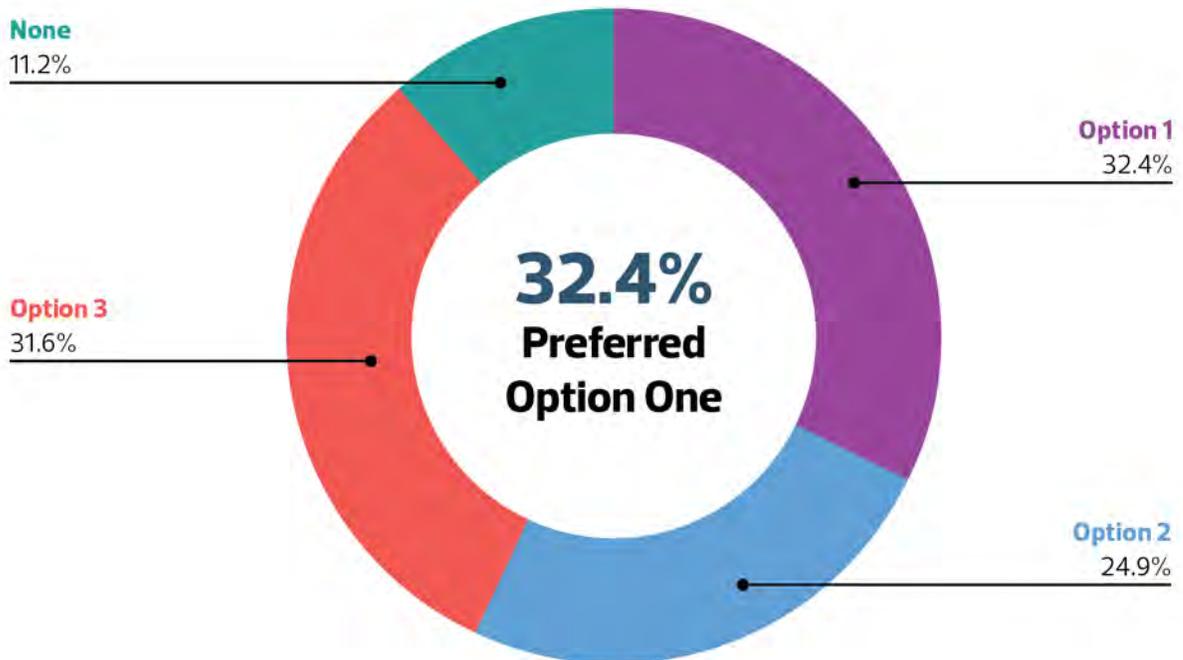


In Option 2 the bus would run along 87 Avenue to 159 Street, heading south to connect with Whitemud Drive at the same junction that the LRT terminates on 87 Avenue to bend northbound along Meadowlark Road.

### Option 3



In Option 3 the bus would run along the majority of 87 Avenue, terminating at 149 Street where it would head south to connect with Whitemud Drive.



Option 1 was slightly more preferred over Option 3, and Option 2 came in last in terms of preference. The remaining 11.2% said none of the options were preferred.



## TOP HIGHLIGHTS

### Local Service Access

Connecting to local buses was a key consideration for respondents to ensure that they could easily transfer to a local route if needed

### Limit Impact on Motorists

Respondents prefer an option that makes less of an impact on traffic flow along the route

### Pedestrian Accessibility

Respondents emphasized the need to remember accessibility requirements for transit users who have mobility limitations

Although this was not discussed during pop-up engagements, the workshop events did discuss it and the preference was for Option 2. Feedback on why was:

*"There is high density development here"*

*"Can pick up people from Meadowlark - more connectivity"*

*"LRT connection will help bring more people down 159th"*

## CORRIDOR ROUTES AND STATION ALIGNMENTS

When presented with the case for maximizing transit coverage versus maximizing transit speed, participants were asked to choose which should be the priority and why. For the 87 Avenue corridor Maximum Coverage had more support. Respondents liked that there are more opportunities for transit users to access stops and believe it would be better for businesses who get the resulting foot traffic that comes with transit ridership. Many with this thinking predicated on the thinking that additional stops will not significantly impact the speed.

The workshop events gave individuals a chance to dive deeper into the nuance of the two and in this case a unanimous decision was in favour of Maximum Coverage. Their rationale for why included:

- + Easy drop offs to hospital
- + Capturing more of the high density residential areas
- + It's more accessible for people with mobility issues

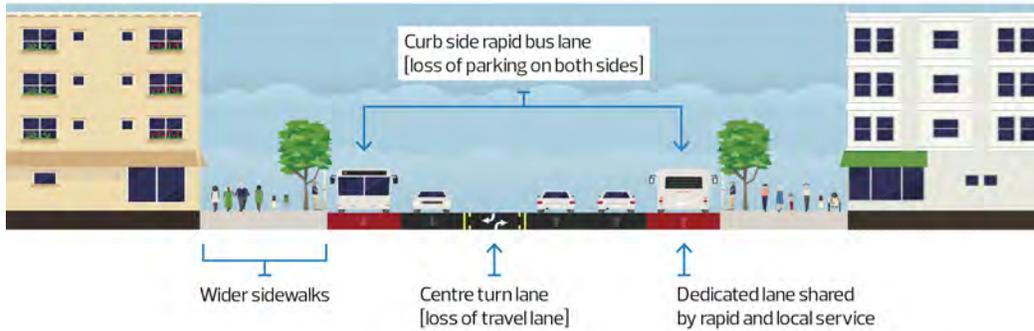
### 3.5 The Whyte Avenue Corridor

#### STREET UPGRADES

In round 2 of the engagement process, Edmontonians were presented with two options for the potential configuration of the Whyte Avenue corridor. The changes proposed aim to better accommodate more modes of transportation, namely transit and walking.

#### Option 1

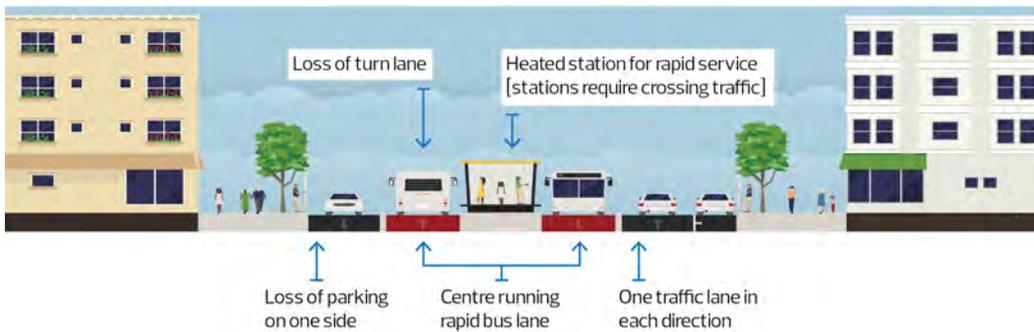
Whyte Avenue



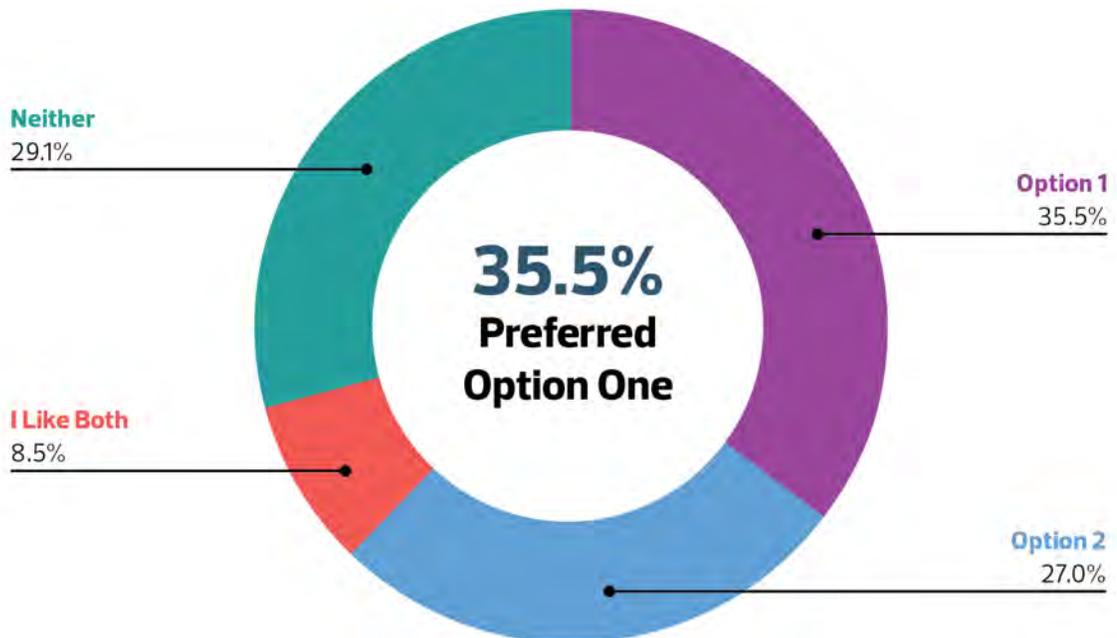
Option 1 has the addition of bus lanes along the curb, with wider sidewalks to accommodate both pedestrian flow and station stops. This option also shifts the central vehicle lane from a driving to a turning lane.

#### Option 2

Whyte Avenue



In Option 2 we see the bus lane and heated station in the middle of the street. This approach keeps sidewalks status quo and retains a vehicle parking lane.



While Option 1 was the preference, another 8.5% said they liked both options, with the remaining 29.1% said neither option would be preferred.

## TOP HIGHLIGHTS

<b>Keep Parking</b>	Some respondents commented that it is important to keep street parking on Whyte Avenue. Highlighting that many people drive from the suburbs to visit the area and would not visit as frequently if parking was more of a hassle.
<b>Balanced Approach</b>	It was regularly said that any changes to the streetscape should consider pedestrians, drivers, cyclists and transit users to find a solution that has minimal negative impacts on all modes.
<b>Pedestrian Safety and Friendliness</b>	Many respondents were concerned about the potential for increased safety risks to transit users crossing the street against traffic to catch the bus in a centre lane. On the curb, widening sidewalks and the opportunity to animate the streets were seen as key to improving the pedestrian experience.
<b>No Changes</b>	Some respondents believe that the current transit options work well enough and do not think that this project will be a significant improvement to the current state of transit.
<b>Turning Lane</b>	There was some concern that losing the turning lane would create more delays and increase the risk of car accidents for people attempting to turn on this corridor.

During the pop-up engagement sessions there was a slight preference for option 1.

## CORRIDOR ROUTES AND STATION ALIGNMENTS

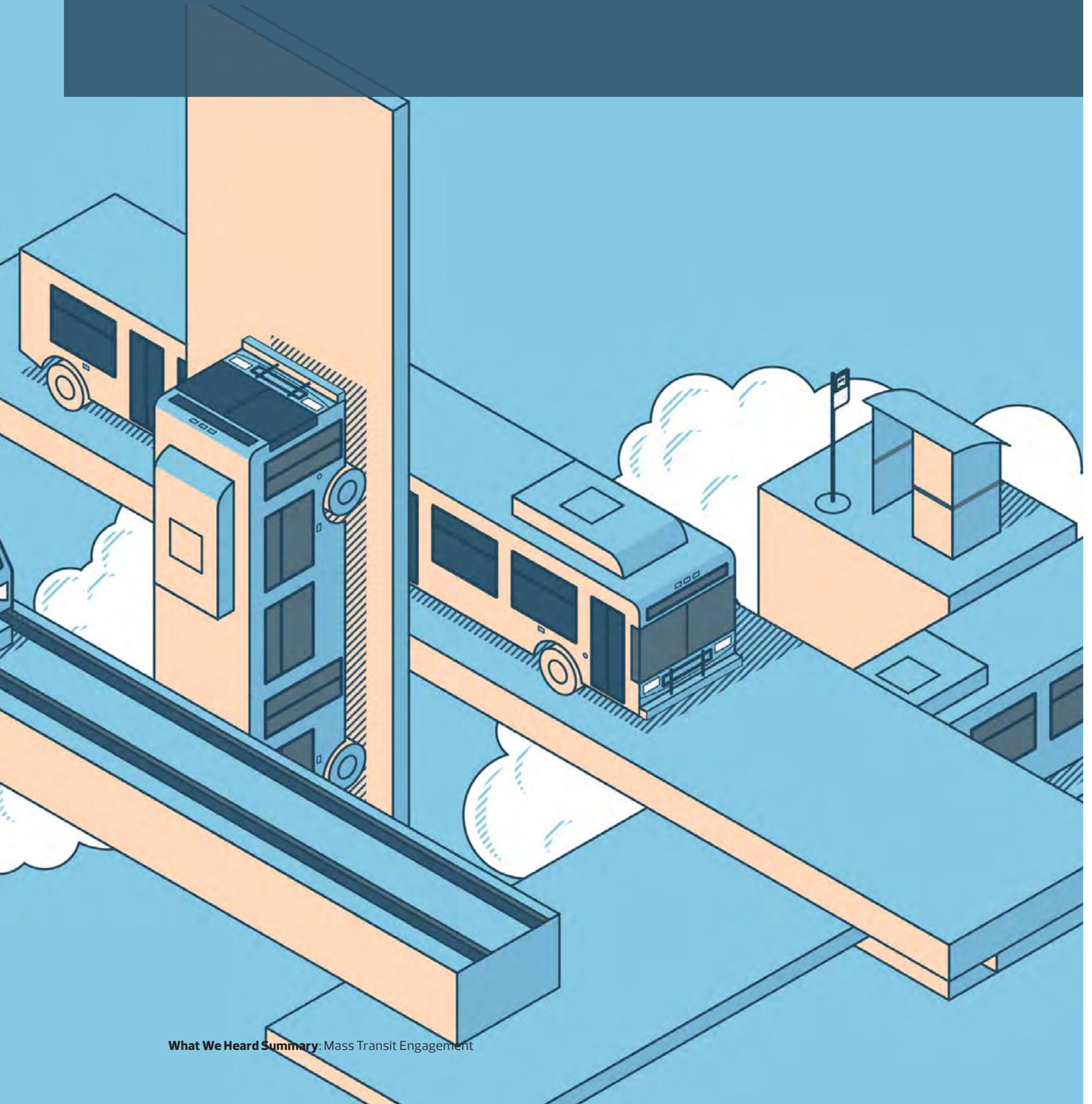
When presented with the case for maximizing transit coverage versus maximizing transit speed, participants were asked to choose which should be the priority and why. For Whyte Avenue Maximum Coverage had more support. Respondents pointed to the fact many people visit this area to use services along the corridor and having stops near their destination would encourage more transit use.

The Whyte Avenue corridor did not have a dedicated workshop session as the detailed conversations surrounding Whyte Avenue street design and upgrades is a component of the Old Strathcona Public Realm Strategy (OSPRS) process. Feedback from this process will inform the OSPRS work, but in-person engagement related to Whyte Avenue is the focal point of the OSPRS.

## 4. Next Steps

Round two of the engagement for the Mass Transit: Implementing for 1.25 Million People project is now complete. The information gathered throughout the two rounds of engagement will be used as decisions are made during the continued work for implementing the non-LRT mass transit.

For more information on the project and to stay in touch with the process, please visit [Edmonton.ca/masstransit](https://Edmonton.ca/masstransit).



## Appendix A: Ideas Tool Responses

- + 43 submissions (ideas and descriptions)
- + 5 comments
- + 22 upvotes
- + 20 contributors
- + 59 visitors

1. Make transit an attractive option to commute to work: Currently it takes ages to get to work using transit. Why would I use transit when it's way slower and less reliable than a car. I'd love for it to be like Japan or Europe where it actually makes sense to use transit instead.

2. Bicycle parking implemented as wider sidewalks are created: Given the amount of bike lanes intersecting Whyte Ave, it's a shame not to see parking options currently. Good area for improvement.

3. Make transit in Edmonton more dog-friendly: During the COVID pandemic, the number of dogs in the City of Edmonton exploded and we need dog friendly spaces now more than ever. The current rule - that dogs must be confined in a carrier - is impractical for large dogs and people with physical limitations (seniors, for example). It would make transit more usable for people with pets.

4. Double-Decker Buses for Routes During Peak Hours: Not only do these buses statistically raise ridership thanks to the viewing angle they provide, they are also more convenient for drivers allowing larger passenger capacity whilst having the turning angle of a 40-foot bus. They will improve passenger experience by limiting overcrowding and providing a more comfortable ride.

Routes 56, 55, and 4, as well as many other routes will benefit from using double decks during Weekday peak time. They offer direct service with many stops, and due to their efficiency are frequently overcrowded. Since these routes take many turns and stops, articulated buses are not ideal for them. 500X is an express route that is also frequently crowded, while it does not have frequent stops it provides direct access to downtown from a developing community. Articulated buses should not be used on this route due to the usage of the Sherwood Park Freeway, the speed may be harmful given the fragility of the articulated segment.

The Enviro 500EV Charge by Alexander Dennis is a zero-emission double-decker bus made by the manufacturers of Strathcona County Transit's double decker buses, as well as those used by OC Transpo, BC Transit, and GO Transit. AD buses are designed for North American height limits and at "Go Anywhere" height (4.1m), they can fit in most major roads. They cannot be used by routes operating on the High-Level Bridge, however.

5. Bus rapid transit must be frequent, reliable, visible, and extensive.

6. Mass transit appears to be an excellent way to transfer passengers, to and fro. However, the frequency of trips should be every 15 minutes

7. Dedicated public transportation lanes: Try to implement more dedicated public transportation lanes (not a bicycle shared lane) but this would require more lanes or "rezoning" of the lanes ie: parking lanes are gone and etc. This would help transit during busier times to get to their destinations on time.

8. Public transit right of way: Similar to Vancouver, have a law/bylaw that gives public transport the right of way such that vehicle owners can be fined for not giving the right of way to transit. You could implement cameras on the buses and a review committee or some sort of smart AI software that recognizes the situation to flag as a fine and as well as police are able to fine.

9. Reworking bus routes: Although it has been reworked recently, with the new district plan coming in this can be an opportunity to make some routes (the busier and complex ones) shorter or simplified which then could increase the frequency of buses along the routes ie: a bus that travels to the University station to Bonnie Doon station or South

University station to West Edmonton mall. This would cause more buses to be on the road and would require more people but if it is more efficient hopefully more people will take transit to offset this.

10. Bus and LRT station bicycle infrastructure: Create infrastructure (parking/storage cage or parkade) that allows for safe and secure parking at major bus stations and LRT stations that is locked and can possibly be opened by a card that issued by the city when they sign up and can also register their bicycles.

11. Principle 1 with "further stop spacing" directly conflicts with principle 3 with "stops are easy to get to without walking far": Two Principles Conflict

12. Principle 3 is great, but requiring people to not cross traffic lanes is unrealistic. We need to recognise people need SAFE places to cross: Passengers Cross Busy Streets at SAFE places

13. Start Building Bus Lanes instead of LRT, Bus lanes are flexible and can be utilised better, whereas LRT once built can't be moved.

14. Whyte ave/Scona Area as LRT hub: Adding a station around the Whyte avenue area for easy access to valley line/downtown

15. Mass transit along/adjacent to Whyte Ave: Whyte would be one of the best areas of the city if it had less vehicle traffic. Of course, it's a major traffic artery, and there is no other major East-West artery in that area for many blocks, but some of that traffic could likely be reduced by implementing mass transit travelling east-west along Whyte or on another close avenue adjacent to it, whether Bus Rapid Transit (high frequency, high capacity, in its own dedicated right of way) or LRT line.

16. Sask Drive Uni Buses: Some university buses should stop on the north end of campus. It is a long and cold walk to the north end for those of us who commute to school, and walking through SAB/CAB/CCIS is not always an option when buildings are closed or under construction.

17. Comment response to "Make transit in Edmonton more dog-friendly": I was wondering about the people with animal allergies if there is an increase of animals on the bus because of this accommodation of animals and how this would affect them (are we to accommodate animals over people who take the transit to get to work and etc). As well as untrained or badly behaved animals, how are the general public to know if the owners have trained the animals well enough as some (not all) people would then just like to bring their animal on transit because it suits them. What would be a good solution or compromise?

18. Comment response to "Make transit in Edmonton more dog-friendly": People do need ways to transport their pets - there are people who carry their (small) dogs on bikes. So this idea is got the right "inclusive" sentiment. Maybe it needs some well publicized rules like we already have for front seats being available to seniors or people with disabilities.

19. Comment response to "Reworking bus routes": "I prefer to have 701 bus old schedule. Right now 701 bus route is changed. Could you please have stop for Nofrill and 104st 82 Av. So caught easily no#4 bus for university. Right now bus number 701 kingsway stop gateway bollyward very long distance bus stop from the lady mount school to gateway bollyward. Work for 701 bus- kingsway bus has bad route. Winter is coming and we're not able to walk that far! Also make some bus route on 104 st and 68AV that have daycare and the home depot and stapler store. But, do not have bus for that areas. Thanks.

20. Comment response to "Principle 1 with "further stop spacing" directly conflicts with principle 3 with "stops are easy to get to without walking far": Perhaps this conflict could be resolved by stating stops are closer together at major nodes with multiple destinations, but further apart where there are less destinations and density.

21. Comment response to "Principle 3 is great, but requiring people to not cross traffic lanes is unrealistic. We need to recognise people need SAFE places to cross.": Mass transit stations on busy roads should be at traffic signals with pedestrian scrambles (or completely protected pedestrian crossing phases, i.e. no right or left turns), so that passengers can safely and conveniently cross busy roads.

## Appendix B: Edmonton Mass Transit Project – Web page Q & A

19 questions asked , 16 publicly answered, 1 privately answered

Questions	Answers
<p>Why would you spend 170 M on bike paths, that is ludicrous, put that to a plebiscite I'm sure you will get the same response from the majority. Put that money to better use.</p>	<p>As the City continues to grow to 2 million people, it is simply not financially or environmentally sustainable to continue to invest in infrastructure exclusively for cars. The City Plan requires diversified investment so we can establish a mobility network that reflects the diverse needs of the many Edmonton residents, provides a range of options for how people move around, and achieves emission reduction goals. Many people in our city do not own cars – whether by choice or by circumstance – and move around our city by walking, rolling, biking or transit. In response to a motion from Urban Planning Committee in February 2022, Administration brought a report forward on September 27, 2022 (item 7.1) outlining options for more rapidly implementing the bike network in the redeveloping area by 2026. Committee accepted the report which outlines, at a high level, the anticipated costs (specifically, the \$170M) and directed Administration to bring forward an unfunded capital profile and related unfunded service package to the 2023–2026 budget deliberations advancing Option A – Complete District Connector Network By 2026 and Option C – Completion of the Near Term Priorities and Areas with High Bike Trip Potential by 2026 as outlined in the report. The funding has not yet been approved by Council and will be part of the 2022 budget deliberations later this year.</p>
<p>Why was this over priced lrt selected to go down 104 ave over 107 Ave as the space available from groat rd through to 170 st is more than adequate to lay track then it could have made its way to wem from there, this lrt should have originally been below ground level or raised up not to interfere with the existing traffic so it is defeating the purpose it's to serve it is going to delay traffic and just create more congestion for the ground traffic be it car , bike or pedestrians . It is the most foolish short sighted idea and design this city should be spending money on considering that we are in a liberal created recession here atm. As for this lrt once the tracks are laid there is no changing the route at least with buses it's just a matter of moving some benches and shelters to alter a bus route not so with this lrt . And with battery powered bus's these days, why are we putting more carbons into the atmosphere to create this lrt track and the power to run it, when the existing part of the lrt doesn't generate enough to maintain itself?! Money spent very foolishly with an obvious lack of leadership and thought involved . Simply Disgusting and Pathetic</p>	<p>The LRT alignment was previously designed and approved and is outside the scope of this work. You bring up good points about bus-based mass transit, compared to traditional LRT infrastructure. Bus based mass transit requires less infrastructure which has a lower environmental impact and allows it to be more easily revised if a better alignment is identified or to adapt to changes in demand or technology.</p>

Questions	Answers
<p>Why does it show a red line along Terwillegar but does not ask specifics about it?</p>	<p>The configuration along Terwillegar drive was previously designed and approved and construction is already underway. For more information please go to: <a href="http://edmonton.ca/projects_plans/roads/terwillegar-drive">edmonton.ca/projects_plans/roads/terwillegar-drive</a></p>
<p>I completed the survey regarding the north of Yellowhead but it didn't indicate what pain points have been identified to alleviate. Can you provide more information please?</p>	<p>In order to answer your question, we need you to clarify what you mean by "pain points". Can you please re-submit your question to <a href="mailto:masstransit@edmonton.ca">masstransit@edmonton.ca</a></p>
<p>The Mass Transit project survey did not relate to "my community." It is extremely time consuming for me to get to any of the routes mentioned in the survey, and the survey did not provide me with any way to provide feedback related to my community (Royal Gardens). For years, I have pleaded with the City (through these surveys) to provide a DIRECT bus to the University of Alberta travelling along 119 Street/122 Street, from 23 Avenue, to Belgravia Road, to 114 Street, to campus. This is an area of the city that could really benefit from this route, part of which used to exist, and was well used!! PLEASE put this route back!!!!</p>	<p>We understand your frustration, however the focus of this project is long term enhancements to major transit links that move (or will move) a large number of passengers. We do not believe this portion of 119 street is a good candidate for mass transit. However, we will share your suggestion for local service to University with ETS.</p>
<p>What are you doing to make ETS safe to use? This is the main reason I stopped using ETS. I have used transit in Toronto and Calgary and it is far safer than ETS.</p>	<p>Safety and security in transit spaces remains our top priority. The City of Edmonton takes a multi-layered approach to safety and security on transit. We are confident that our ongoing work will lead to improvements throughout the transit system and help increase safety for everyone using our transit spaces and network. The Edmonton Transit Services have developed a Transit Safety Plan which outlines the steps they are taking to keep transit safe for everyone. Here is a link to the safety plan <a href="http://edmonton.ca/ets/transit-safety-plan">edmonton.ca/ets/transit-safety-plan</a> Here is a link to the broader ETS safety &amp; security page: <a href="http://edmonton.ca/ets/safety-and-security">edmonton.ca/ets/safety-and-security</a>.</p>
<p>The map on the Mass Transit project survey first page showed a route along Terwillegar. The survey did not include Terwillegar as a subject area. I'm not sure if this was an oversight or a survey technical error. Is there a Mass Transit project for Terwillegar? If so, I would be very interested in providing feedback as transit options in this area would benefit me more than any other area on the survey.</p>	<p>The configuration along Terwillegar drive was previously designed and approved and construction is already underway. For more information please go to: <a href="http://edmonton.ca/projects_plans/roads/terwillegar-drive">edmonton.ca/projects_plans/roads/terwillegar-drive</a></p>

Questions	Answers
<p>THESE TRANSIT LANES SHOULD INCLUDE CARS WITH MORE THAN ONE PERSON LIKE THEY DO IN ONTARIO</p> <p>Thank you for letting me know if you are considering this option</p>	<p>It definitely could be a consideration. Many cities, including Edmonton, are moving away from dedicating curbside space solely for vehicle parking. Rather, we are starting to consider the curbside as flex space that can be used for many uses including patio space, bike parking, parklets, transit stops and shelters, vehicle-for-hire pick up / drop off, goods deliveries and pick-ups, and vehicle parking with accessible parking being prioritized. Feedback about what uses we should prioritize for our mass transit corridors is really valuable for the project team. I strongly encourage you to further share your feedback through the online survey and, if possible, to participate in one of the virtual workshops.</p>
<p>When is the transit centre on windermere blvd and ambleside drive being built?</p>	<p>Construction timing of this transit centre is not yet known as it will depend on decisions on the capital budget that City Council will be discussing in December</p>
<p>It's hard to imagine that 30 years ago when electric busses were all taken off the road and all the power lines taken down that the city would be in a position that it would be able to use that system again. While the EV market claims to be the be all end all of everything it is hardly the answer for reliability and cost effectiveness. So the question is why is the city not going back to the trolley style system that is much more cost effective than chargeable busses and diesel? As well as having a much longer lifecycle, cleaner and if the worry of power outages are a concern install a small battery pack to be able to get the busses parked off the roads. We had cleaner air in the days of the overhead lines running the busses. You have the LRT on overhead lines and is clean. Just a thought, doubt anyone really cares about the air in reality as many jurisdictions do the same thing. There are many circular routes throughout edmonton that could be run by overhead power, these type of units are much cheaper than EV battery powered units so not only do you save on purchase, maintenance, reliability etc, you win in lifecycle extension.</p>	<p>Edmonton phased out trolley buses between 2008 and 2010 for a number of reasons: including the cost of maintaining overhead lines (which ran over very busy roads) and challenges around changing or expanding trolley routes as the city grew (including addressing construction detours). Electric buses offer reduced noise and emissions and greater flexibility in where it can travel without running exposed, high-voltage wires over busy roadways. Once the City identifies how to best fit mass transit onto Edmonton's roads, we will then examine the vehicle options for these routes. Options to be considered include traditional buses, hydrogen buses, trolleys and the new "Dual Mode." buses that can switch between trolley and battery power.</p>
<p>What exactly does the term mass transit mean? You do not clearly explain this when asking questions on its implementation...so survey answers are done with only partial information. Thank you.</p>	<p>Mass Transit refers to a range of types of transit service that moves a lot of people and has a significant infrastructure investment to make it faster, more reliable and more efficient. We are focusing on options that use buses in dedicated lanes and with priority at intersections to get speed and reliability similar to LRT. You can learn more about the mass transit project by clicking the "Learn More" tab on the Engaged Edmonton project page.</p>

Questions	Answers
<p>Will there ever be an express bus to leger transit center and back to west edmonton mall or a bus to leger and back to lewis farms?</p>	<p>The mass transit network for 1.25 Million doesn't include a rapid route from Leger to either West Edmonton Mall or Lewis Farms. The project demand for a route between Leger and Lewis Farms is not anticipated to warrant a mass transit connection; however, a mass transit connection between Leger and West Edmonton Mall is being considered.</p>
<p>How is this going to help the CURRENT transit system, i.e., roads for mobility challenged individuals, increased security on LRT and all transit stations, improving bus routes including transferring?</p>	<p>This project, Implementing Mass Transit for 1.25 Million People, is a planning project with a longer-term horizon (10–15 years). Through this project, there is an opportunity to reconsider the design of some of our transit streets, particularly those that are expected to include a significant infrastructure investment (i.e., dedicated transit lanes). The streets considered are limited to those that are a part of this project, including: Whyte Avenue, (between 109 Street and Bonnie Doon) 87 Avenue (near West Edmonton Mall) 97 Street (South of Yellowhead Trail) 97 Street (North of Yellowhead trail) Calgary Trail and Gateway Boulevard south of Whyte Avenue How these future mass transit bus routes integrate with the LRT network and the local bus service network as well as evaluating how to make these roads more accessible will be a key element of this work. You can visit the bus network redesign page to provide feedback on the current bus routes and transfers, which launched in April of 2021. The City also recently release a Downtown Core and Transit System Safety Plan to help address the security and safety concerns raised by Edmontonians.</p>
<p>What day is the working session on Whyte Avenue?</p>	<p>Engagement related to mass transit on Whyte Avenue will be done in conjunction with engagement events for the Old Strathcona Public Realm Strategy. The purpose of combining the engagement for these two projects is to have a much broader conversation about all of the Whyte Avenue street elements, particularly those that make up the public realm (e.g., sidewalks, street furniture and other amenities), which is so important in supporting Whyte Avenue as a main street and entertainment district. Engagement activities for the Old Strathcona Public Realm Strategy are currently being planned and will occur in the winter. Once finalized, details will be posted to the Mass Transit and Old Strathcona Public Realm Strategy project pages.</p>

Questions	Answers
<p>(1) How does ETS plan to combat peak overcrowding on certain routes?</p> <p>Routes 1, 4, 500X, 56, 507, and 55 all have numerous complaints about frequently crowded trips during peak hours.</p> <p>Larger buses could help, (2) has ETS considered adding Enviro 500 double-deckers to their fleet?</p>	<p>This project, Implementing Mass Transit for 1.25 Million People, is a planning project with a longer-term horizon (10-15 years). The design of the mass transit system will take ridership projections into account. Specific route programming based on this new system and projected ridership will happen at a later stage. With that said, typically overcrowding is addressed by increasing the frequency of service, using articulated "bendy" buses or both. We appreciate your suggestion to use double decker buses. While they may be considered in the future, the current ETS garages are unable to accommodate double decker buses. As for overloads, ETS works hard to match the service provided to ridership demand. COVID dramatically changed how people travel, which makes it challenging to estimate demand and travel times. We have added trips to several routes this fall (including 12 trips on Route 500X) and continue to adjust service in response to ridership. You can visit the bus network redesign page to provide feedback on the current routes, which were launched in April 2021.</p>
<p>Why is there not a third track added in three or four locations on legacy LRT to facilitate greater volume of cars travelling between stations. Some trains could then run between high volume locations at peak times rather than all trains running endpoint to endpoint.</p>	<p>While LRT configuration is outside the scope of this project, below are some factors provided by the LRT construction team for why adding a third track to existing lines is not being considered: Most of the existing LRT alignments do not have enough space for an additional track to be installed. Edmonton's LRT system is designed to balance the delivery of reliable, efficient transit with convenient community access (LRT stop frequency). A bypass track can be effective for high ridership systems where express lines are added to supplement regular service. Edmonton's LRT system is currently not designed to operate express lines.</p>

