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Email attachment: **Capital Line South LRT Extension Project Update and New Follow-up Survey**

Note: While the following information is a little lengthy, I had made a commitment to provide updates with these details as there is a lot of interest in this project.

As a follow-up to recent community engagements, an additional Capital Line South (Twin Brooks Station) LRT Survey is open until January 22, 2023. Visit <http://bit.ly/3FpGLK5> to complete the survey. Alternatively, can access the survey from the LRT project website at edmonton.ca/CapitalSW.

Project history and background information:

- Previous City Councils approved the Capital Line South Light Rail Transit (LRT) concept in 2008, the preliminary design in 2010, and updated preliminary designs in 2019 and 2020, with final project funding for Phase 1 allocated in summer 2021 provided by three levels of government. There were several public engagement efforts that informed the project approvals by the former City Councils.
- Capital Line South Phase 1 (Century Park to Ellerslie Road) is a 4.5 km long extension and includes an underpass at 23 Avenue, bridges crossing Blackmud Creek and Anthony Henday Drive, an operations and maintenance facility (south of Anthony Henday Drive), a neighbourhood LRT station at Twin Brooks (which will be smaller in size compared to a multi-modal transit station like Century Park), and a multi-modal LRT station connecting to the Heritage Valley Park & Ride at Ellerslie Road.
- Early construction for Phase 1 began in 2022 and will continue into 2023 to start preparing the corridor, with major construction anticipated to begin in 2024 and to be completed by 2028 (subject to change).
- Future phases of the project, which are not yet funded, aim to extend Capital Line South LRT Line to the future Edmonton New Hospital in Heritage Valley (scheduled to open in approximately 2030), provide LRT access to additional neighbourhoods in Ward Ipiihkoohkanipiahtsi, and for the line to continue south to the Edmonton International Airport (EIA).
- Regarding the Twin Brooks station specifically, in 2018, a public survey was conducted where 66% of total survey respondents (Edmontonians) and 65% of Twin Brooks survey respondents supported having a Twin Brooks station. The detailed engagement summary can be found [here](#).
- Additional history about the project is available [here](#).

Supporting our community: Upon being elected in the fall of 2021, I learned there were still some community concerns and a desire for more public participation regarding the Capital Line



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South LRT Extension project. As a result, I initiated two public town halls, one in Yellowbird on May 4, 2022 and another in Twin Brooks on September 21, 2022 where the LRT extension project was discussed. During these engagements, community residents expressed various views pertaining to the effect of the LRT on the community. Working on behalf of ward residents, through considerable effort on my part, I took action to address a variety of resident concerns based on what I heard. Now I am happy to provide a number of updates resulting from several months of working with the city's administration including the LRT project team as follows:

- **Fence Materials Adjacent to the LRT Corridor.** Based on numerous requests from the community, I was able to convince the City Manager and LRT project team to pursue building a concrete fence that is now being planned instead of a wooden fence between the LRT corridor and residential areas at Twin Brooks. Engineering feasibility pertaining to some underground utilities still needs to be sorted out, which could have an effect on fence design.
- **Updated Noise Study.** As residents requested during the September 21, 2022 community town hall, the noise study has been updated to inform project design. New noise monitoring was completed in the backyards of select property owners along the LRT corridor in late 2022. The updated noise study will not be used to justify returning to a wooden fence. A summary of the updated noise study will be posted on edmonton.ca/CapitalSW in early 2023.
- **Emergency Access for the Twin Brooks Neighbourhood:**
 - During the construction of the LRT, the LRT project team will work closely with the Design-Build contractor to ensure emergency access is maintained for Twin Brooks (part of the Design-Build contractor's responsibility is to provide the city with traffic management plans, including emergency access).
 - When the LRT is operational, the Edmonton Transit Service (ETS) Control Centre is able to coordinate with emergency services, when required, to ensure access for emergency vehicles (for example, the ETS Control Centre can have a train hold at the station to allow emergency vehicles to enter/leave the neighbourhood as required).
 - The distance between 9 Avenue and 12 Avenue along 111 Street is much longer than a train, so trains would not block both entrances/exits at the same time.
- **Access to Anthony Henday Drive.** The closure of 119 Street onto Anthony Henday Drive was a provincial decision. I recently met with the Minister of Alberta Transportation and will continue working with the city administration to advocate for appropriate infrastructure possibilities for the Twin Brooks neighbourhood to reconnect to Anthony Henday Drive. There could be an opportunity to tie this into designing access to the future Edmonton New Hospital (scheduled to open in approximately 2030) in Heritage Valley. The collaborative efforts between the city and province are already taking place



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for infrastructure planning around 119 Street, Anthony Henday Drive, and 127 Street SW.

- **Twin Brooks Station (and Follow-up Survey).** Community residents have expressed mixed views over an LRT station at Twin Brooks: some residents very much want the station (a smaller LRT platform than the previous City Council approved that is in the project plan) while others have concerns. In response to the request from a number of ward residents, an additional survey for additional public engagement is open until January 22, 2023. Visit <http://bit.ly/3FpGLK5> or edmonton.ca/CapitalSW to take the survey.
- **LRT Petition (community entrance features, fence materials and multi-use trail):**
 - **Fence Materials.** See the above update.
 - **Multi-use Trail.** A multi-use trail replacement plan to connect Twin Brooks with the existing Blackmud Creek trail system adjacent to the LRT line is now in the project design.
 - **Community Entrance Features:** The entrance features to Twin Brooks are not expected to be impacted by LRT construction; entrance features are typically built by the developer of the community, and maintained by the community league or community organization that represents the area. In the event that entrance features are impacted by the LRT construction, the city will collaborate with the community to ensure the appropriate mitigation is in place.
- **Street Parking:**
 - The City can initiate a Residential Parking Program to help maintain street parking for residents. This program permits residents within that area to park their vehicles on the street, and signs are installed that say “No Parking - Except Residents with Valid Permit.”
 - In addition, the Heritage Valley Park & Ride which is located south of Twin Brooks will ultimately accommodate approximately 1,900 parking stalls for transit riders and will reduce the need for street parking in the neighbourhood.
- **Traffic Flow In and Out of Twin Brooks.** In response to the concerns of Twin Brooks residents, the engineering designs have been adjusted for improved traffic flow in and out of Twin Brooks. As part of this, there is the technological ability to hold trains at the Twin Brooks station to give priority to traffic flow in and out of Twin Brooks.
- **Bus Service Adjustment:** Twin Brooks currently has bus service to connect it to Century Park transit centre; when an LRT station at Twin Brooks is built, the bus service will be adjusted to connect neighbourhood residents to the neighbourhood LRT station.
- **Transit Safety:** Since June 2022, the City takes a multi-layered approach to address transit safety, including patrols by the Edmonton Police Service, Transit Peace Officers, and specialized support from the Community Outreach Transit Teams (COTT).



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- COTT is a partnership between the City and Bent Arrow Traditional Healing Society with the goal to build relationships and connect individuals within the transit system to community support and resources to increase safety and reduce harm.
- The ETS also has a number of onboard safety features and emergency phones at all LRT stations and transit centres that connect riders directly with the ETS Control Centre. In addition, the Transit Watch Program can be used to report safety concerns by calling or texting the ETS 24/7 Control Centre at 780-442-4900.
- The Twin Brooks Station will also be designed using CPTED principles (Crime Prevention Through Environmental Design) that prioritize good sightlines, lighting, and visibility for transit riders.
- **Indigenous Engagement:** During 2017 and 2018, the City undertook an LRT Indigenous engagement. In the summer of 2018, the Capital Line South Extension project completed four site tours with the 21 Indigenous communities that expressed interest in attending. In the summer of 2022, the LRT project team held the “Cold Lake First Nations Ceremony for the Capital Line South LRT Extension” within our Ward Ipiihkoohkanipiahtsi at 210B 127 Street SW, where I attended as a guest.

Additional information: additional information about the project is available at the Capital Line South LRT extension project website at edmonton.ca/CapitalSW. Plus, a 2022 year-end summary of all LRT projects across the city including Capital Line South is available at www.edmonton.ca/projects_plans/transit/2022-lrt-construction-update

As mentioned above, a new survey for additional public engagement on Capital Line South is open until January 22, 2023. Visit <http://bit.ly/3FpGLK5> or edmonton.ca/CapitalSW to take the survey.

This is a considerable amount of information, thank you for reading this far. As your councillor, I will continue to deliver on my commitment to listen and address the concerns you have regarding the Capital Line South LRT Extension project and other city issues.

Sincerely,
Jennifer Rice
City Councillor for Ward Ipiihkoohkanipiahtsi