

CKE/R2E/City Meeting

CKE Community Association Facility

December 1, 2015

7:00 PM

Attendees:

CKE CA Board of Directors: Chris Doyle (President), Julie Story (Vice-President), Georgie Islip, Doug Ryckman, Robin Daigle, Chris Zaharko, Jackie Pontin, Wendy Kennelly, Jonathan Hasiuk, Alex Mazepa, Dawn Messer.

City: Councillor Brian Pincott, Kim Warnke (Ward 11), Tegan Kopec (Executive Assistant to Councillor Pincott), Howard Kai (Senior Transportation Engineer, City of Calgary), Steve James (Senior Transit Planner, City of Calgary), Dave Thatcher (Stantec), Julie Yepishina-Geller (Communications Consultant Transit Projects - Transportation Infrastructure), John Forsdick (Principal - Context Research Ltd).

r2e: Maurice Tims (Chair), Paul Read, Brian Mackie, Gerry McAllister, Kurt Enders, Bob Cooper, Wally Kaczmarek, Sandra Kaczmarek, Alan Hallman, Darren Reed, Leslie Newton, Chris Simard.

What We Heard

- Chris Doyle reiterated items that were listed on the agenda - introductions, respectful behaviour, meeting purpose
- Councillor Pincott gave a brief overview of BRT history. He stated he started looking around at transportation south of the reservoir 5 to 6 years ago at the same time the SWRR, 14th St and 37th St alignments were being discussed. He didn't think interchanges were a good idea. Consultation was undertaken and they "talked to everyone." A feasibility study was completed for the SW BRT and Council approved the plan in 2011. As for the communication issues, he commented that it was not his fault people opted out of Ward 11 email. In regards to the SW Transitway footprint, "all within the existing right of way." The proposed Calgary BRT plan is modelled on the Ottawa BRT design. SW Transitway and BRT are ranked at the top of Calgary transportation projects. Funding has been received from the province so the project is now proceeding. This is an independent project from the Ring Road. The Ring Road is not about getting people downtown. Combining the SW Ring Road and SW Transitway in one Information Session was a mistake.
- When Councillor Pincott was questioned about the wording on the October 27th and 29th Information Sessions' signage re:"SW Ring Road and Transitway," he agreed that this was misleading and should have referred to the Southwest BRT.
- City stated that no expropriation is planned or anticipated.
- Stantec will be commencing noise studies to determine how to mitigate traffic noise. They are required to ensure levels are <65 dBA. They will be in touch with owners along 14th St.

in the New Year to arrange access for testing. There could be changes to the existing sound barriers. Sound barrier technology has come a long way in the last few years, and we can mitigate a lot more sound.

- Pedestrian bridge at 75th Ave will have to be modified with centre column removed and this will mean extended disruptions to access.
- Pedestrian access at Heritage will be a challenge. Pilot project going into effect using a triple turn off Heritage heading south. Pedestrian overpasses at both Heritage and 90th Ave are not included in this project. There is probably not a lot we can do there about pedestrians having to cross 8 lanes (6 mixed-vehicle plus 2 wide bus lanes).
- Traffic studies are underway on 75th Ave and 14th St access at shift changes and peak times.
- City is somewhat flexible on location of stations in Eagle Ridge.
- Through the CKE community, the entire 14th St right of way is to be used so road wall to wall with the berm on east side removed.
- Stantec stated all lanes (car and bus) and construction will be accomplished within existing sound barriers.
- The only funds spent to date have been on the Stantec contract.
- Car lanes will be narrowed only slightly to 3.5 m.
- Buses will run at the same speed as normal traffic.
- City does not have clear picture to share of what the intersection of 14th St and 75th Ave will look like.
- Right turn north off 75th Ave onto 14th St would be controlled by stoplight. Right turn west off 14th St onto 75th would be controlled by stoplight. City confirmed merge lane from east bound 75th heading south would be gone
- No planned park and ride lots attached to the BRT stations. It is hoped people will bike or walk or take other bus routes to them. All stations will be identical - canopied, heated, payment kiosks, security cameras, help phones, real time info via screens and speakers. There will be regular transit patrols. Lighting at stations will be LED and directional so as not to impact nearby homes.
- Communities will have to approach the City to institute no parking zones around stations to prevent park n' rides from invading their streets. Parking enforcement will be key.
- No parks will be impacted. Buses will not go through the park on SW corner of 75th Ave and 14th St.

- City admitted the figure of 12 million riders used in open houses was misleading as it included all riders in southwest. These numbers are an estimate only.
- City admitted SW Transitway route was not part of CTP but its contents have been tweaked over time. These changes weren't reflected in RouteAhead which also evolved over time.
- When questioned about the inaccurate information on the maps and other information regarding the SW Transitway related to previous documents and what Council had actually approved, it was stated that just because Council approved this in theory, the planning committee has the right to change things at will. This project is a moving target and they do not need to go back to Council for approval on any changes.
- No further Council approvals are required unless a significant budget adjustment is required, and no further Council committee milestones are expected because final approval has been given.
- When asked if there is money in the budget for mitigation the response was that they are still early in the design process. Stantec is responsible for developing cost estimates.
- Tender for this project could take as little as three weeks.
- No funds have been allocated in budget to relocate pipelines notwithstanding Delcan comment "Utility relocation would be significant." Acknowledged utilities in utility core may need to be moved.
- City, when asked if ATCO had given them permission to build a roadway over their high pressure pipeline, said it is not an issue. ATCO is planning to switch high pressure pipeline to lower pressure in 2018. City has contract terms with ATCO that could force it to move gas pipeline. When asked where it would be moved to given that there is no additional width beyond the roadway right-of-way, the City responded that they are in discussions with ATCO
- City has not considered pipeline issues that Delcan highlighted as follows: "It is not desirable to construct or operate a roadway or busway over these utilities."
- City is aware of other third party oil and gas lines and will explore their locations further. These too may have to be removed or relocated.
- City has not yet consulted with water works as yet to determine how the water line that runs beneath the median on 14th St would be affected. City stated that a roadway could be built over the water pipeline that runs under the median but was less clear regarding an expressway running over said pipeline. They are currently studying its depth and did not know how old this line was but doubted it was nearly 90 years old.
- Snowfall within bus lanes will have to be cleared and removed - not enough room to push onto shoulders. City did not address snow removal on the 6 mixed-vehicle lanes that have no shoulders or median.
- Confirmed that access road off south bound 14th into Glenmore Landing will be closed - only supposed to be temporary anyway.

- City would like representatives to attend small group workshops before engaging the wider community in the new year. Purpose of the workshops would be mitigating community concerns. The City would like to set up smaller Workshops to meet with representatives of CKE and ready to engage! We would like to hold two sessions around design-related issues. The City stated that we can only discuss design issues, not political issues. We are mandated to go forward. We have to continue design consultation with Communities.
- Community members responded that they can only participate in Workshops if the City has provided us with the information we have requested and given us sufficient time to study the information. We don't want a repeat of the Information Sessions, where we showed up with no information and were seeing everything for the first time. Also, the current information that we have is contradictory. For example, we have 3 different design proposals for the buses going from 14th Street north and along Glenmore Trail. We want to be able to provide intelligent input of our concerns, but we can't do that without timely, accurate information.
- Councillor Pincott, after the meeting, told two members of r2e that the project schedule may have to be delayed so that issues raised at the meeting can be addressed

Action Items

- Julie Yepishina-Geller committed that she would go through the Deficiencies document line-by-line and, for every document that they are unable to give us, indicate why they can't provide it.
- When City offered to hold smaller Focus Group meetings, They were told that participants would need to have accurate, up-to-date information far enough in advance of each meeting so that they could prepare meaningful, intelligent feedback. The City can start providing us with the updated information as it becomes available.
- A community member shared that the engage! Policy and engage! Framework have specific, detailed steps with lists of actions and deliverables at each of the steps which the City is required to do. The City has not done any of this for the SW Transitway Project. Their Action Item here is to go through the Policy and the Framework in detail, and they need to document each step that they have taken and produce plans to undertake the ones they have missed. They have a web presence for the SW Transitway within the engage! website, but there is essentially no useful information there. This is the accepted means by which they are supposed to be informing stakeholders, so they can place all of the information there, so all stakeholders have access to it. The website is: <http://www.calgary.ca/engage/Pages/Southwest-Transitway.aspx#overview>.