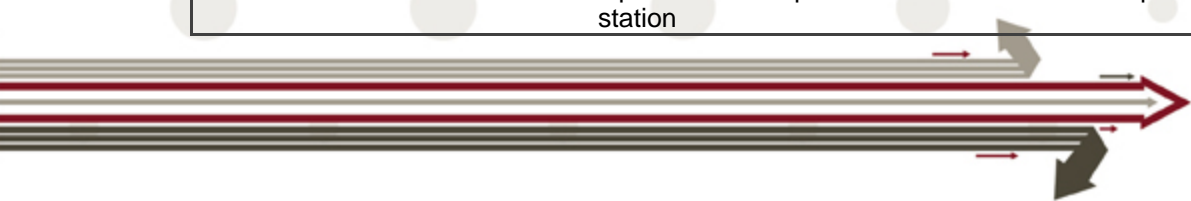


Through implementation of the West LRT Public Engagement Plan, citizens have had opportunity to participate and influence the development of the West LRT project. This process has led to a number of changes which are summarized in Table A – Influence of Public Engagement in the Development of the West LRT.

Table A – Influence of Public Engagement in the Development of the West LRT

Element	Influence
Public Engagement Process	<ul style="list-style-type: none"> • Developed the West LRT Public Engagement Plan to reflect the most appropriate engagement levels for each project issue and element • Participated in interviewing and hiring the Community Advocate
West LRT Alignment	<ul style="list-style-type: none"> • Reduced the length of the elevated guideway and placed the LRT tracks in the middle of Bow Trail from Crowchild Trail to 33rd Street S.W. to reduce visual impact to neighbouring residential properties • Lowered the alignment between 41st Street and 47th Street S.W., preventing ground level crossings at 42nd Street and 45th Street S.W.
Sunalta LRT Station Area	<ul style="list-style-type: none"> • Chose one of five functional LRT Station designs, which includes a mezzanine level that provides a clear connection towards the Bow River pathway system and access between the Station and developments on the north side of Ninth Avenue S.W. • Three LRT station plaza design options were presented with one being developed to incorporate elements requested by the community.
26 Street LRT Station Area	<ul style="list-style-type: none"> • Provided input on the design of a new and wider pedestrian bridge to replace the existing bridge at 24th Street S.W. • Influenced the traction power station location at 24th Street S.W. to minimize visual impact to neighbouring residential properties • Modified the station design and removed the proposed pedestrian bridge at 26th Street S.W. to keep the station in scale with surrounding development • Influenced the Station canopy design to minimize impact on the northwest view of the golf course for residents living on 12th Avenue S.W.
Westbrook LRT Station Area	<ul style="list-style-type: none"> • Modified the skylight design and public realm over the top of the underground station to provide maximum natural light to the platform level • Optimization of pedestrian movement and space within the station



Element	Influence
	<ul style="list-style-type: none"> • Changed the south station head design from an emergency exit only to a full station head to maximize patron access and egress to the LRT platform • Requested provisioning be made to accommodate potential for a future public library within in the north station head building • Improved sight lines from the north and south station heads to the underground platform for patron safety • Influenced the platform design to provide maximum platform space for patron safety and comfort
45 Street LRT Station Area	<ul style="list-style-type: none"> • Provided input that lead to relocating the LRT station to the west side of 45th Street for the alternate LRT alignment along 17th Avenue from 41st Street to 47th Street to improve accessibility to the station and to reduce the potential cost of this alternate alignment • Influenced the station canopy design to blend with the surrounding community • Added a mid-point access to the north and south platform to maximize ease of egress/access to the LRT platform • Influenced the aesthetic design of the glass and steel screen along the platform edge • Included the paving of a existing informal pathway along the east side of the LRT station area to improve pedestrian and cyclist movements • Added a crosswalk north of the LRT alignment on 45th Street S.W. to improve pedestrian movement and safety • Added a berm, landscaping and a screening fence between the homes on Westwood Drive and the LRT to minimize impacts to adjacent homes
Sirocco LRT Station Area	<ul style="list-style-type: none"> • Modified the canopy design and colour to blend with the surrounding environment • Modified the pathway alignment to address connectivity to the LRT platform and pedestrian safety • Influenced the retaining wall aesthetics and colour to reflect the sandstone and surrounding natural environment • Added a fence in the median of 17th Avenue S.W., east of the Sirocco Drive/Costello Boulevard, to prevent pedestrians from jay-walking across 17th Avenue S.W. and vehicle conflicts
69 Street LRT Station Area	<ul style="list-style-type: none"> • Influenced the retaining wall aesthetics and colour to reflect the sandstone and surrounding natural environment • Widened the west station head pedestrian bridge to improve pedestrian and cyclist movements • Influenced the parkade functional design to improve way-finding, access/egress and an additional 250 parking stalls • Routed less Calgary Transit buses through the bus loop to minimize conflict with Westside Recreation Centre traffic

Element	Influence
	<ul style="list-style-type: none"> Influenced the urban design plans to address sight lines and pedestrian connectivity Enhanced the parking and interface conditions between the Park and Ride facility on the east side of 69th Street S.W. and the Westside Recreation Centre Relocation and design of the Westside Recreation Centre skateboard park and basketball court that was impacted by the new Park and Ride facility on the east side of 69th Street S.W.
Noise Attenuation	<ul style="list-style-type: none"> Hosted more than 15 meetings with residents to discuss noise walls, visual screening and aesthetics
Calgary Transit Bus Route Changes	<ul style="list-style-type: none"> Re-directed a number of bus routes to address under-serviced areas and access to the LRT feeder bus network and other destinations in west Calgary Redirected the future #104 bus route to avoid using the 58th Street S.W. bus only crossing between Strathcona and Christie Park
Traffic	<ul style="list-style-type: none"> Developed a process to address traffic and parking issues that may arise during construction to ensure efficient and timely communication between residents, their Community Association and the West LRT Office Implemented a Mobility Assessment & Plan (MAP) for each of the six LRT station areas to address traffic, parking, transit, pedestrian and cycling issues identified by communities
West Calgary High School	<ul style="list-style-type: none"> Accelerated installation of traffic signals at the 69th Street S.W. and Springborough Boulevard Input on the location of the median break for the school's access on Springborough Boulevard.
Public Communication	<ul style="list-style-type: none"> Implemented the "What's New" web page to efficiently navigate visitors around the website, which has since become one of our top five most popular web pages at www.westlrt.ca
Land Use Planning	<ul style="list-style-type: none"> Launched the West LRT Land Use Study in November 2006, which was the first stage of the public engagement process to help collect information, set the platform for future engagement with stakeholders, and establish a relationship with West LRT stakeholders Worked with Land Use Planning & Policy (LUPP) staff closely on land use issues for the Sunalta ARP amendment and the Westbrook Village ARP, which included West LRT Office staff attending several LUPP public meetings and vice-versa

Through the implementation of the West LRT Public Engagement Plan, external stakeholders and Administration have learned about each others' needs, expectations and constraints resulting in a better understanding of public engagement for major infrastructure projects. Ultimately, the West LRT Public Engagement Plan and process allowed Administration to build and increase public support for the West LRT.