

Southeast LRT Workshop #2 - Comment Summary

Connors Rd (Cloverdale Hill) to 83 St/ Whyte Ave

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Segment A (Bonnie Doon)

Right-of-Way / Alignment

From Workshop Tables:

- Traffic circle is dangerous, therefore prefer intersection with traffic lights
- Connors road should have been selected
- Underground LRT is preferred
- Add a road between 83rd street and 85th street but add it at the north end of Bonnie Doon Mall
- What about a hybrid option? Keep circle and add E-W connector at North end of mall
- How about grade separated (up or down) from north of circle and south of 82nd Ave; this will eliminate conflicts at 90th Ave and 82nd Ave
- Don't need to accommodate more traffic, therefore don't do four lanes on 83rd street N. of 82nd Ave; don't encourage vehicle that results in expropriation (e.g. LRT + one lane at way)
- Traffic calming on 79th street (82nd – 90th Ave) to deal with displaced traffic
- Ensure that neighborhood bus routes tie into LRT stations (e.g. stops close by)
- Include bike lanes or multi-use trails down entire alignment, similar to 111th street / 91st street, and at Commonwealth Stadium
- Alternative 1 has no access to the development south bound
- Alternate create more traffic by-pass to the west of mall
- Why not 86th Ave signalized – connection to 75th street and 84th ave will become a collector
- For alternative 2, bring alignment over mall to have station there
- Consider elevated on mall to reduce parking impact
- Consider tunneling to reduce impact to intersection / circle
- Alternative 1 – all dominant traffic flow to cross LRT tracks
- Alternative 2 will reduce impact to trees on 85th street, why not a four lane on 83rd street in this option
- Alternative 2 is not good because it reduces traffic lanes on 83rd street
- For Alternative 2, removing lanes great for traffic calming on 85th street (between 95th / 90th Ave)
- Agree with removing traffic lanes and focusing LRT for densification
- Shortcutting through neighborhood during peak hours already a concern on 92nd Ave from Connors to 85th Street
- Make area pedestrian friendly – wider sidewalks?
- 95th Ave / 92A Ave on 92nd street shortcutting an issue (not so much volume a concern)
- Potentially tie in 93rd Ave through 85th street to service road into Strathearn
- Can we consider one way operation on 85th street and 85th street?
- Explore bringing LRT alignment closer to the mall, perhaps onto mall parking to allow room for 4 lanes on 83rd street
- Beware of potential noise concerns to adjacent residents on 83rd street (seniors complex)
- Signalized circle would be a problem during rush hour
- Concern that Connors to 83rd Street is the key through movement but concern about 90th Ave
- Alternative 3 needs the right turn bay towards 90th Ave so LRT don't block northbound traffic
- The table overall prefers Alternative 1 with 4 lanes

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From other participants (comments recorded at breaks):

- What about LRT down 82nd ave from U of A to Sherwood Park with stations along 82nd Ave? Now traffic is too congested there no parking allowed there
- At present I can board a city bus and be at city centre in less than 5 minutes. With your LRT, is this possible?
- 95th Ave is too narrow for such traffic, road is needed for parking at church. Care centres and other buildings are very close to LRT for noise and seniors are very prevalent in this area
- Consider new road across top of Bonnie Doon section
- Move crosswalks away from existing traffic circle for pedestrian safety
- If any traffic circle is kept, make it a standard circle (no skewed shape, no lights)
-

Segment A (Bonnie Doon)

Stations

From Workshop Tables:

- Prefer to not use split platforms as they are more confusing
- Common platform (not split) would have more people therefore a safer environment
- Prefer centre loading platform
- Put station in close proximity to bus stops on x-street
- Station for new development, mall and school and health centre as well as recreation centre development
- Station on mall to integrate
- Mall station at 82nd Ave should have easy transfers
- Pedestrian safety is a concern at 82nd Ave intersection
- Ensure stations are cold weather friendly
- Minimize amount of roads that seniors need to cross
- Bonnie Doon station closer to 82nd Ave allows shorter walk to and from connecting east west buses (especially for east buses because there are more lanes to cross)
- Centre running creates long cross walks (how can this be shortened? Perhaps a refuge (safe zone) in centre or splitting cross walk
- Consider elevated cross walks (mid-block)
- Issues with parking at mall and taking LRT (need to address park and ride in Bonnie Doon Area)
- Already a problem with parasitic parking – LRT will make it worse. Need either a park and ride or parking restriction
- From Bonnie Doon station use a grade separated pedestrian crossing to get to east bound buses
- Prefer Holyrood station between 92nd Ave and 93rd Ave
- Station at 82nd Ave – centre platform would be better, two pedestrian crossings instead of three with centre platform. Less confusing for pedestrian for way-finding
- Station at 82nd Ave also provides a better interchange point for bus traffic on 82nd Ave E/W
- Prefer to have station closer to the center of Bonnie Doon mall because it would be more accessible than accessing from one end of the mall
- Prefer four lane on 85th street, north of circle

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- Not concerned about the loss of EBLT access at 91st/92nd Ave because there are alternate access out of the neighbourhood in that area
- Can we tunnel under the circle?
- Schools and Strathearn development would be best served by station by school site and not one on Connors
- Station at Connors and traffic circle would not serve Strathearn very well, should make station in neighbourhood not on edge
- Concern for shortcutting through service road to 85th street (from 90th Ave)
- School is not going anywhere – long term investment and station at school yard would work better to serve students as well as redevelopment
- Concern for school buses accessing school (its not a neighbourhood school)
- Cutting Strathearn station into school yard would diminish green space in that area (Strathearn already in under the green space allowances)
- Consider moving Bonnie Doon / Holyrood stations north to serve Vimy Ridge site
- Like Bonnie Doon Station (Alternative 1) serving Whyte Ave traffic (pedestrian/bus)
- Potential transfer point for Sherwood Park buses into LRT at Whyte Ave
- Removing buses won't serve mall area very well

From other participants (comments recorded at breaks):

- I feel strongly that Bonnie Doon Station should be located adjacent to 82nd Ave as transfer from buses to LRT would be a major attraction to enhance ridership from areas east and west of the LRT line. Limited use of LRT to mall in my opinion.

Segment A (Bonnie Doon)

Neighborhood/Business Access

From Workshop Table:

- For Bonnie Doon station versus 82nd Ave E-W traffic, use pre-emption (small delay to LRT at station) during peak hours, use priority in off-peak, also at traffic circle/ 5-point intersection
- Consider Christmas decorations on traction power poles
- Coordination access at North end of mall_parking lot with new recreation development to east
- East west road at north end of mall prevents walkability between mall and health centre
- Would like a “walkable village feel” between 83-85 street at mall / ERP/ Health Centre sites
- Concern for left turn access to new development in Alternative 1
- Concern for neighbourhood parking and parasitic parking near stations
- 86th Ave is a major connection
- Alternative 2 doesn't change characteristic of 86th Ave
- We prefer “U” turns over jughandle as it reduces impact to side streets
- Make a audible pedestrian signal at 84th Ave for seniors
- Pedestrian connection at Holyrood station?

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- With the int (#3) scenario, the dual LR from Connors to 85th Street would be difficult for those that want to then turn right onto 90th Ave to head EB
- Don't like the new access road through Bonnie Doon because it segregates the library/health centre from Bonnie Doon
- Concern about north bound traffic heading from 83rd Street to 85th Street impacting 90th Ave traffic
- Station near library and recreation centre would be beneficial (shift Holyrood Station south)
- Signalized circle would better control traffic flow (currently vehicles have trouble entering traffic circle due to peak movements)
- Cyclists avoid circle
- In Alternative 1, how would people access Bonnie Doon campus park? No LT bay at around 88th Ave / 83rd Street (signalized access). Would it be via 90th Ave RI/RO access?
- Many people use 86th Ave to short cut to 75th street from 83rd street
- 88th street proposed access into redevelopment at Strathearn
- Grade separate under traffic circle?
- Holyrood station should be north of 93rd Ave to better serve redevelopment site at Holyrood
- General positive feedback on Alternative 1 – intersection at traffic circle
- Access/egres into new recreation centre site a concern – volumes?
- Option 2 – seems aligned with Transit Oriented Development
- LRT will provide traffic calming on 95th Ave
- Concern for parasitic parking a concern along Strathearn and Holyrood and Bonnie Doon Mall

From other participants (comments recorded at breaks):

- None

Segment B (Strathearn / Holyrood)

Right-of-Way / Alignment

From Workshop Table:

- Put lights at 92nd street because of seniors centre close by
- Cloverdale Road / Connors Road intersection is dangerous, there should not be lights here
- 94th and Connors, right turn lane (NBL) preferred
- 95th Ave prefer one way
- Safety concern for centre running, pedestrian crossings may be difficult
- 95th Ave – 2way also preferred
- Some preference for N or south running
- Too narrow, noisy, and will harm house connecting directly to road
- Worried about houses shaking from LRT and being run down
- Parking needs will increase from Strathearn Development plus the station demands
- Less worried about park except during, church or events
- Prefer light on 92nd Street and 95th Ave
- 85th street prefer option 2 due to trees, being preserved

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- 89th street, school buses unable to make left turn from 95th Ave to 89th street
- Prefer Option 1 because it preserves four lanes that currently exists
- Alternative 2 may cause shortcutting through neighborhood will increase
- Should maximize traffic lanes at proposed Strathearn
- Would make sense to take Strathearn station space off the school field than to the North
- Where would Catholic church goers park if parking were removed from 95th Ave? Same with United Church
- Preserve the existing trees on 85th street if at all possible
- Signal should be on 92nd Street instead of 91st Street (91st Street is very narrow and don't want mature trees removed from 91st)
- Could lane widths be narrowed a little on 95th Ave to give wider sidewalk / boulevard? If this were done, would there be enough space for snow clearing?
- Consider the needs of cyclists on 95th Ave. Could there be a multi use trail on one side?
- Should access into/out of Holyrood Gardens be more than a service road?
- Wouldn't like reduction in traffic capacity on 85th Street
- Could there be signals on both 91st Street and 92nd Street?
- For Alternative 1, why does it indicate property acquisition from houses instead of the schoolyard (by proposed station)
- Consider unsignalized but marked pedestrian crossings at non-signalized intersections (86th/89th street) on 95th Ave (ramp accesses)
- It seems to make more sense to have two lanes of traffic on 85th street versus a service road as it meets more needs (overall agreement from table)
- Is there room to add a lane on Connors Road (by Cloverdale Hill)
- If less money to go underground by Connors Road, you should do this
- High concern for sound of bells for pedestrians, as is the case currently in Belgravia
- Seniors rely on transit stations too for walking from seniors home
- For Alternative 2, concern that service road does not best serve the neighborhood. Why not put service road on the West side?
- 91st street and 95th avenue intersection could be congested
- Concern about many school buses along 95th Avenue, not enough room
- Concern about parking in neighborhood for transit centre (parasitic parking)
- Congestion and parking concerns regarding development at Strathearn heights
- Concern about train and car interaction at traffic circle on the East side
- 90th Ave is important to serve Bonnie Doon High School
- Concerns about impacts to property on west side of 85th Street – is their enough room for a boulevard and parking?
- Need to cross street for pedestrians at 92nd street, especially for seniors and those with disabilities
- Shuttle bus service to Bonnie Doon Mall is important to seniors
- Bus #112, Capilano, and WEM is important connection to be maintained
- Where would bus and train transfers happen in the neighborhood or shopping centre?
- Seems more feasible to acquire property south of 95th Avenue
- Why not remove service road in front of apartment? Take property from land that has not yet been redeveloped for a service road – should have service road on west side of 85th Street
- Why can't the LRT share the same lanes as other traffic?

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- Can these trains function as BRT?
- Consider thoughts on running bikeway along LRT
- Loss of on-street parking on 95th Ave a concern
- Preference for property acquisition on south (school) site
- Desire for two 95th Ave stations
- Please minimize impacts to ski hill and Gallagher Park

From other participants (comments recorded at breaks):

- I support the east side configuration with 3 lane traffic on west 85th street – less impact to residents, better service to new developments and at Holyrood Gardens, safer for passive transit / pedestrians
- With regards to Bonnie Doon traffic circle, should consider an intersection and NOT a major connector between 85th and 83rd library from mall
- For 95th Ave, move intersection from 91st street to 92nd street
- For Connors Road, convert the existing three lane road portion to four lanes matching up to existing width, a distance of approximately 350 meters.

Segment B (Strathearn / Holyrood)

Stations

From Workshop Tables:

- Alternative 1 more room for the station
- Alternative 1 centre station preferred but preserve bus service to the senior residence along Connors road
- Alternative 2 may provide better transit connections
- Concern for school buses coming in/leaving on 85th and conflicts with option/stations
- Alternative 2, near Connors Road, not preferred; already solved by existing buses
- Buses should feed into stations
- Don't want to lose bus stops
- Holyrood – further south and Bonnie Doon further south
- Service denser areas to the South therefore more Holyrood stations south
- Prefer side platforms for square feet/access at Strathearn
- Prefer centre loading at Holyrood
- Make Strathearn a transit hub
- How will Ecole Gabrielle-Roy buses get in or out if 95th Ave is narrowed?
- Strathearn station at 87th – 89th streets would serve the school and possibly reduce the number of buses
- Why couldn't we have a station at Strathearn AND at the top of Connors Hill to serve northern Bonnie Doon?
- Stations should have at least some weather protection
- Consider parking issues in the vicinity of the stations
- A centre loading platform at Strathearn Station would be less obtrusive and more efficient (the group was fairly unanimous on this point)
- Why could we not have the train running in the curb lane and have stations integrated with the sidewalk?

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- Station at Bonnie Doon should be further north from 82nd Ave to avoid jaywalking and safety concerns at 82nd Ave
- Transfer to buses at 82nd Ave are very important
- Consider Strathearn station at 87th Street serves more high density
- Top of the hill station serves seniors home more effectively
- Centre platform offers more security as it avoids people running across the tracks
- Centre platform uses less room
- What would be the frequency?
- How would seniors access station at 87th street?
- Must have heat and wind protection
- With station at 92nd Street, move Holyrood Station to around 95th Ave to serve Strathearn Heights
- Difficult to cross Connors Road
- Station at 92nd Street would minimize property impacts
- Alternative #3 is not acceptable! (95th Ave and 92nd street)
- Preference for centre loading platform
- Preference for staggered platform
- Not enough stations
- O/P may be required at Connors / 85th street and 85th street/ Whyte
- Staggered centre running is preferable as it is better aesthetically and needs less space
- Seniors may have to rely on bus services
- Could centre loading platform for Strathearn station reduce the footprint here?
- Would be easier to get property from new development than near seniors centre
- Does a station near Connors have better opportunities for bus connectivity? Would that serve more people?
- If using split platforms, how or where do users cross to other side?
- Concern about pedestrian accessibility if it is controlled to specific areas – centre loading would be best if this is the case
- Need to consider residential parking programs if this gets built
- Can pedestrians activate the signals to get to station – may impact traffic on 95th
- Don't put the two side loaded stations in a row. No consecutive side stations
- Need two all directional intersections for the Strathearn developments
- Move 91st all directional to further west
- 95th Ave will be a good place for street level cars
- Why can't we have both stations at Connors height and Strathearn given the huge populations that they serve? Even though they are closely spaced, it would be a good investment long-term
- Like the idea of side loading platform on 95th Ave with pedestrian crossing signal

From other participants (comments recorded at breaks):

- More traffic signals from 91st street and 95th ave to 92nd street and 95th Ave because 92nd street and Connors has a signal.
- Facilitate crossing of pedestrians from Montgomery Legion
- 91st Street very narrow, do not want mature trees removed from street
- Consider cross walks on 95th Ave

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- Option with stations at 92nd street and 95th ave and 95th ave / 83rd street would be worth considering; services both seniors homes, minimizes impact of property acquisition at 87th street / 95th ave station
- Could you trade-off with Holyrood developers by offering them a station to attract tenants if they build a service road on their property...in order to address residents concerns for west side of 85th street service road
- All diagrams show train routing separate from traffic. Pictures of Portland (example of station) show no barrier between vehicles and train. With heavy bus traffic, could this not be considered
- To achieve maximum potential for station locations, it is essential that loading/unloading platforms occur between 300 and 400 meters apart, though industrial area stations could be a little farther apart
- Should definitely consider two stations along 95th Ave – think long term!
- I support station at 87th street closer to the intersection (not in the middle but further away)
- Staggered station may be better, less congregation of people
- Don't support centre running with side loading
- Supporting the east side three lane traffic flow option, the central option would make the most sense
- Keep station away from traffic circle

Segment B (Strathearn / Holyrood)

Neighborhood/Business Access

From Workshop Tables:

- Concern for traffic on 79th will increase due to shift from 85th; need to consider a traffic network analysis
- Cloverdale Road and Connors, close intersection not used much (emergency access only?) – Close south leg of this intersection, poor sight lanes
- Connors and 95th, need all direction at this intersection
- 92nd Street and 95th Ave preferred to have lights here
- 87th and 95th light
- 87th and 89th street along 95th Ave need left turn for school buses, lots of students coming from distance for the school
- 87th and 95th Ave, need left hand turn on SBL
- 93rd Ave and 95th Street – southbound on 85th left hand turn will encourage traffic into the neighbourhood, including spillover from the arena
- 85th street and 95th Ave preserve all directions
- 90th Ave – traffic circle, prefer LRT underpass
- Consider running LRT down to the airport
- Don't do a jug handle in the Gabrielle-Roy schoolyard, don't want to lose more open space
- Eastbound left turns at 87th and 85th streets should be retained (otherwise people will be driving through the neighbourhood and overloading intersection of 85th street and Strathearn Drive)
- Pedestrians and cyclists must be able to cross 95th Ave at every intersection, and these crossings need to be accessible for wheelchairs, walkers, and strollers
- Signal should be at 92nd Street instead of 91st street to allow seniors to get across safely (investigate how much property acquisition would be required at 92nd street)

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- If a signal is impossible at 92nd Street, at least allow traffic north-south through LRT line at 92nd Street (i.e. without left turns allowed)
- How would snow removal work on LRT?
- Could the LRT right of way be grassed instead of paved? It would be more aesthetic, absorb stormwater, and potentially have other benefit
- Maintain or increase the number of pedestrian mid-block crossings of 85th street
- Also allow mid-block crossings on 95th Ave
- Jughandles are stupid
- West bound left turn at 95th Ave and 85th street is crucial for access out of the neighbourhood
- 92nd Street makes more sense for a signal due to connectivity across Connors Road and access to seniors home
- How do you turn left out of Bonnie Doon Mall?
- How would people access the three churches along 95th Ave?
- How to exit neighbourhood from North of 95th Ave along 86th street?
- Concerns about too much traffic on back lanes for neighbourhood circulation
- Signal needed at Strathearn Drive and 85th Street
- Need for ambulance access to seniors centre, this is a frequent occurrence, every time there is an ambulance there is also a fire truck
- Left turn at 95th and 85th street essential
- Why not allow driving across the tracks along 95th Ave, use only a "roll curb"
- Very long blocks from 95th Ave to Strathearn Drive along 85th, 86th, and 87th streets
- Need to reconsider removal of important trees, some have long history
- Two lanes on 85th street could slow traffic, the traffic now is too fast, many cars and motorcycles race along this road
- Many school buses serve the school, how will they circulate
- Maintain eastbound northbound left turn at 85th street / 95th avenue
- Consider signals at 90th street and 92nd street, instead of 91st street
- Emergency vehicles must be able to reach neighbourhoods
- Must consider enhanced snow removal along routes with LRT
- Consider signal track on 95th Avenue
- How will the pedestrians cross across 85th street S of 95 Ave?
- Seems to be more logical if we have the lighted intersection at 92nd street (versus 91st) that's where there is an intersection at Connors, where people who drop off people at seniors centre go, etc
- No fence South on 95th on 91st street LRT ROW
- Consider how school buses and parents dropping off kids will use 87th street
- Why do turns across LRT have to only happen with a signal – not every train (CN) crossing is protected...we stop for cars, we stop for buses....
- For seniors, consider accessibility to DATS (Disabled Adult Transit Service) – wouldn't want to lose the little bus that stops here
- How likely are the developments (high density residential) to occur as they are proposed now? Will the developers stick to their plan?
- Too many crossings/conflicts around 85th street
- Strong objection to jughandle; don't want to use up green space
- Can 95th Ave accommodate all the traffic generated by the development?

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- Strathearn development already as an access right at the proposed station, wouldn't it conflict with this plan?
- Like the idea of not touching the silver heights park west of Strathearn Station
- 95th Ave has a bunch of kids playing, safety?

From other participants (comments recorded at breaks):

- What about Cul De Sac on west of 142nd Street station platform on Alternative 3 (North alignment)? Property impacts?
- Alternative 3 for eastbound 95th Ave left turns at 87th street with jughandle turn is valuable to minimize property impact at southeast corner of intersection. Can alleys be limited to people trying to jughandle in these areas?