

Southeast LRT Workshop #3 - Comment Summary

83 St / 90 Ave (Traffic Circle) to 75 St/ Wagner Road

May 26, 2010

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Segment A (Bonnie Doon)

Right-of-Way / Alignment

From Workshop Table:

- Concern about existing traffic circle being dangerous
- Questions about Alternative 1: seems strange to have 85th street north of 88th avenue end up as a dead end
- There should be a southbound left turn at the new 88th avenue signalized intersection whatever happens to the traffic circle (to give access into the proposed recreation centre)
- Consider buying a wider strip of land from Bonnie Doon Mall to enable you to keep 4 lanes on 83rd street (Re: Alternative 2)
- Consider elevating the LRT line over the traffic circle; how would this compare from a long-run cost benefit perspective? Would reduce traffic impact and facilitate access into mall
- Doubt that the option showing 90th avenue connecting north of the main intersection would work. Would it be signalized or unsignalized? Could it handle all the traffic?

From other participants (comments recorded at breaks):

- None

Segment A (Bonnie Doon)

Stations

From Workshop Tables:

- Staggered stations are inconvenient for people who have accidentally missed their stops
- A station on the west side of 83rd street would avoid pedestrian delay at the signal at Whyte Ave
- Concern that a station at Whyte Avenue would increase vehicular delay because of increased pedestrian traffic
- In Alternative 2, station in 83rd street median, moving station north towards 84th avenue would reduce the impact on traffic
- Ensure that LRT is integrated with bus stops
- If the mall built structured parking, you could get a park and ride at this station
- Consider adding a station at 88th avenue to serve the potential recreation centre (not everyone in the group agrees. Concern about impact on parking (loss of stalls)
- Moving the Bonnie Doon station even further north (north of 84th avenue) would better serve the Mall and proposed recreation centre
- Ensure that the station platforms are wide enough!
- 82nd avenue and 83rd street receives a lot of commuter traffic from Sherwood Park. What is going to stop people from using the Bonnie Doon station area as park and ride?

From other participants (comments recorded at breaks):

- None

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Segment A (Bonnie Doon)

Neighborhood/Business Access

From Workshop Tables:

- The LRT line should be designed to inhibit short cutting through neighbourhoods
- The condition of local and collector roads in Bonnie Doon is an issue; if they need to handle extra traffic, they should be repaved and/or redesigned
- Alternative 1 would lead more residents in south Bonnie Doon to use 92nd street to get downtown instead of Connors Road
- Consider making 88th avenue in Bonnie Doon between 85th street and 91st street a collector roadway
- Parasitic parking is likely to occur without parking at stations. What are the solutions? Residential parking program may help, but will be an inconvenience to residents
- Concern about changes at traffic circle leading to gridlock. Desire to elevate LRT over circle
- Don't allow the southbound left turn at 86th avenue, some people say. This would reduce shortcutting between 75th street and 83rd street
- Others in group say don't stop this southbound left. It's needed to allow Idylwyld residents to get in and out, and avoids pushing existing traffic elsewhere
- Alternative 1 would increase traffic on 88th avenue west into Bonnie Doon
- Group wants four lanes on 83rd street
- If the two lane option is selected, ensure that stopping buses don't impede traffic

From other participants (comments recorded at breaks):

- None

Segment B (Avonmore / King Edward Park)

Right of Way/Alignment

From Workshop Table:

- Four legged intersection preferred for Bonnie Doon traffic circle
- With single lane traffic, no opportunity to pick up or drop off in front of school
- Concern about visual impacts of structure over Argyll
- Two lane scenario mitigates lots of impacts to residents
- Yellow school bus access to St. James school is off 83rd street
- Senior centre inside the school too – pedestrian concerns
- 79th / 78th would require pedestrian actuated lights
- Between 80th / 81st avenue, alley on east side of 83rd street is a dead end – need through access
- Pond adjacent to park and houses may create difficulty punching the dead end alley back to 81st avenue
- Concern about piece and quiet in Avonmore
- Please review one way alleys in Avonmore
- Support for one lane of traffic in each direction (good for school, will increase traffic use as a result of congestion, less noise, makes LRT less intrusive to neighborhood)

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- LT's at side streets
- Landscaping will be needed to mitigate visual impacts
- 71st street very narrow
- Traffic signal at 79th avenue needed
- Alley doesn't extend through King Edward Community League
- Maintain four lanes on 83rd street
- Two lane – concern about shortcutting through neighborhood (76th avenue), preferred because 83rd street would be quieter with less property impact
- Four lane not as much shortcutting
- Don't want 51st / 111th street scenario – want better coordination system
- Concern about limited access on 83rd street
- Concern about limited access on 83rd street
- Concern that reducing to two lanes would create congestion on 83rd street – can it adequately accommodate traffic?
- Concern about pedestrian crossing (students) at St. James; would like to see pedestrian signal provided (also Avenmore school and Donnan school).
- If buses run down 83rd street two lane- where would they stop?
- Two lane – concern that congestion will make it very difficult for residents to get in/out of their own neighborhood (e.g. Belgravia neighborhood was identified)
- Will traffic volumes in long term be accommodated by one lane on each direction?
- LRT running on the Bonnie Doon mall side is better than on the centre of 83rd street
- Third option (train running on one side and traffic on the other might cause some inconvenience to the crossroad traffic coming from neighborhood
- South of Whyte avenue, would prefer one lane each direction option as it doesn't need any additional property but the concern is – will it work for long term traffic? Would it not create shortcutting through neighborhoods?
- For Alignment 1 (four lanes, overall preferred)
 - heavy traffic on 83rd street
 - If bus runs on 83rd street, where will it stop?
 - Where will school bus pull over?
 - Why not six lanes of traffic?
 - Transfers are easy at Whyte Ave intersection
 - Station crossing will be easy on Mall side
- For Alignment 2 (two lanes)
 - Will be a mess for traffic
 - Totally not viable – two lanes are not sufficient
 - Multi-use trail should be incorporated in all options
 - Keep bus services for seniors
 - Station at 76th street is close to station at Whyte Ave overlap and Service
- For Alignment 3 (three lanes)
 - Need two lanes of traffic each direction at all times
 - We don't see additional benefit with this option
 - 151 route transit move to 73rd Avenue to service station
 - Should have no bells or whistles at intersections

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From other participants (comments recorded at breaks):

- Two lane scenario on 83rd street reduces roadway and encourages less traffic and more LRT use

Segment B (Avonmore / King Edward Park)

Stations

From Workshop Table:

- Concern about access from neighbourhood (e.g. 76th avenue). Would it be like 111th street / 51st avenue? Delay?
- Like centre loading platforms. Easier to orient yourself on the platform, less crossing of street and more aesthetically pleasing
- Like having the station on the Bonnie Doon mall side, because easier access to the mall and less crossing of the street
- Like 73rd avenue station because it is more 'centred' between Bonnie Doon station and Wagner station
- Bus stops on 83rd street with two lane scenario? Some people may not be able to walk the distance to the stations so buses would still be required
- Ok with split stations too – saves space
- City will do whatever is cheapest...
- 76th avenue / 83rd street has operational problems today. Better to put station at 73rd avenue
- Not enough pedestrian crossing opportunities (e.g. 79th avenue) suggested 3 block max around schools and seniors homes
- 73rd avenue station preferred – further away from elementary school, less impact to traffic on 76th avenue
- Improved way-finding of centre platform stations not seen as significant advantage
- A advantage of having Bonnie Doon station on mall property (if not, consider overhead walking to station given significance of this station)
- Consider some kind of barrier in front of school sites
- Concern for crime
- If we choose the staggered station on 76th avenue, wouldn't there be a large distance between 76th avenue station and Wagner?
- The west side station close to Bonnie Doon can be moved south as a on the centre loading option to serve the bus connection better
- How were the stations selected? Have they considered the ridership?
- How would the parking issues be addressed?
- Any consideration to provide the stations south of Whyte Avenue instead of the North side? There is a good bus connection on south side of Whyte Ave
- Station crossings will be easy on Mall side
- Whyte Ave is a busy intersection, will get complicated with station
- Whyte Ave station, station near intersection provides good transfer
- Station at mall provides convenient crossing to Mall
- Staggered station is preferred
- Have bike racks at station
- Concern for parasitic parking

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- 73rd Ave station is well spaced
- 76th Ave station is service overlap with Whyte Ave
- 73rd Ave station has less property impacts
- 73rd Ave station serves communities to the South
- Bus service on 73rd Ave in conjunction with LRT station

From other participants (comments recorded at breaks):

- How will the bus stop right off 76th avenue and 83rd street going east affect traffic flow if there is a station stop at 76th avenue?
- Two lane better than four lane
- Station on mall side street rather than in the middle, to make it easier and safer for patrons of the mall, public health clinic, and library
- I believe to discourage logistic problems, that from the north end of the Bonnie Doon traffic circle to the south end of 83rd street of 82nd avenue, The line should be underground or elevated
- LRT should wait at traffic lights at traffic circle and at 83rd street / 82nd avenue intersection. The train should not be preparatory to the route

Segment B (Avonmore / King Edwark Park)

Neighborhood/Business Access

From Workshop Tables:

- Would like U-turn at 76th avenue such that properties on west side can head north
- Would like U-turn at 76th (viewed as most important), 73rd, and 69th (viewed as second most important by the group) avenue
- Where possible, provide landscaping / trees and a wider sidewalk
- Make sure we maintain good access to Bonnie Doon Mall, library, new recreation centre, and twin arena development
- West running along Bonnie Doon Mall would seriously limit access to the mall because it only takes access of 83rd or 85th street
- If we divert some SBLT to 85th street, then can we reduce SBLT at 83rd to single such that we don't need to impact homes on west side of 83rd street, just south of 82nd avenue (four lane scenario)?
- Residents on east side of 83rd street between 80 / 81 avenue with dead end alley would prefer that the alley would NOT be modified to provide through access to 81st street
- Eliminate parking on one side of 81st street to facilitate additional neighbourhood traffic
- Need signals on Whyte at 79th and 85th to allow better distribution of traffic through the neighbourhood
- Consider U-turns at 83rd street signals to facilitate northbound traffic from west side
- Snow clearing may have to improve in neighbourhood to accommodate increased traffic that will exist due to reduced access to 83rd street
- All directional access essential at 76th avenue and desired at 73rd avenue
- 76th avenue / 83rd street intersection will require upgrades to handle left hand turns from neighbourhood onto 83rd street
- Construction impacts to alleyway between 80th / 81 Ave during winter will leave no access to garages or parking

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- Dead end alley on east side of 83rd street between 80th and 81st avenue – how do we get out to go south?
- As most of the minor intersections are only RT in, RT out, how does a new person coming to a neighbourhood find his way? Wouldn't there be a spike in the neighbourhood traffic to find the signalized intersection?
- Would speed limit on 76th avenue be higher (50 kph) after opening the LRT given that it will be one of the major arterials in the area?
- Will there be mid block pedestrian crossings?
- Should we choose the four legged option on Bonnie Doon traffic circle? How will the 85th Ave traffic impact operations at Whyte Ave? Will it not be a dead end?
- Four lane option seems to be better investment for long term even though it needs some land acquisition
- Is there possibility of providing another intersection west of traffic circle (85th street at Connors) rather than tying 85th street to 83rd street?
- Allow full access off 76th Ave
- Left turn bays seem insufficient to serve traffic
- Expansion plans for alternate sights like 75th street need to be in place
- 85th street barricade open up to relieve 83rd street and 82nd avenue
- 73rd street station should be refer as Avonmore Station

From other participants (comments recorded at breaks):

- All these jug handle turns will just increase traffic past more homes

Segment C (Argyll)

Right-of-Way / Alignment

From Workshop Tables:

- 83rd street concerns about traffic accommodation during construction
- Morning and afternoon peak hours are the worst
- Require sidewalks/MUT on west side of 83rd street between Argyll and 69A avenue
- Concern about the impact to the park and toboggan hill on the west side of 83rd street between Argyll and 69A
- Would rather impact buildings than parkland
- Prefer train on the east side of 83rd street as it may provide better access
- Concerns about emergency responses from Bonnie Doon south of their community
- Want to have enough lanes for buses (don't want to lose current bus stops)
- Preference toward Alternative 1 with four lanes of traffic (this will allow for buses, improve emergency service, and have better parking in addition)
- Concern for impacts to the Community of Christ church at 6919 – 8310
- Don't want wall approaches on the overpass, too much graffiti
- Prefer bridge for overpass at 63rd avenue
- Would prefer to maintain service roads

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- Look further upstream to divert traffic flow over to 75th street to minimize congestion
- Where are the bike lanes?
- Unclear about Alternative 1 versus Alternative 2
- Concern about how traffic is accommodated on two lanes versus four lanes
- What are the clearance requirements for high voltage lines along Coronet Road? (from substation)
- Minimize structural costs
- Will city monitor noise after construction?

From other participants (comments recorded at breaks):

- Will city monitor roads after construction?

Segment C (Argyll)

Stations

From Workshop Tables:

- Concern that trains will be full by the time they get to this area, especially post-secondary students, consider improved bus service instead
- Concerns about losing the density or close spacing of bus stops along 83rd street – LRT stations seem to be spaced out too far apart to walk in some areas
- Would like the bus routes to feed to the LRT stations
- Prefer the centre platform, it is more flexible
- At grade crossing of Argyll Road and tunnel below CP rail to reduce cost
- Overall preference for station at 73rd avenue
- Feed the stations with improved local bus service (e.g. 'shorter' buses that will take you to the station)
- Like the No.9 bus that is currently in service
- 76th avenue station would take more property
- 76th avenue station would serve schools and have better connections to existing transit
- 73rd avenue consideration will take less property
- How about side running and maintain west service road?
- Must have really good shelters at stops
- Alternative 3 with service road should have service on WEST side of 83rd street and not east_(for easier transition from side running at Bonnie Doon)
- Alternative 3 removes parking on west side – not preferred
- Keep stations to minimize size in order to discourage parasitic parking (also consider residential permits, etc)
- Stations should have cameras for security!
- Will parking around stations be controlled so people don't drive to train and park on street?

From other participants (comments recorded at breaks):

- Residents along LRT route should get FREE transit passes!

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Segment C (Argyll)

Neighborhood/Business Access

From Workshop Table:

- MUT crossing 83rd street into the park needs to be preserved
- Connect MUT along west side of 83rd street
- For South bound lanes of 83rd street, allow for a left hand turn into the commercial complex at the NE corner of 83rd street, 63rd avenue (preferable under the bridge structure)
- Maintain crosswalk across 83rd street north of Argyll Road
- Request a high crossing of Argyll Road for clear sight lines and to allow trucks through
- All for U-turns at intersection of 83rd street and 69th avenue
- Want increased pedestrian crossings of 83rd street
- Want a bike lane along 83rd street (there is lots of bike traffic in the neighbourhood)
- Some prefer grade separation at Argyll to be below ground
- Want lots of pedestrian only crossings to ease access to bus stops
- Argyll neighbourhood bus access currently #8 which runs across 83rd street, how will this change?
- How about pedestrian access to LRT station?
- Signalized pedestrian crossing at 71st avenue
- U-turn concept interesting
- Need to consider time allocation to u-turn if no demand/queue
- U-turn may cause problems with unfamiliar drivers

From other participants (comments recorded at breaks):

- U-turn may cause problems with unfamiliar drivers