

Southeast LRT Workshop #4 - Comment Summary

75 St / Wagner Rd to Mill Woods

May 27, 2010

Page 1 of 6

Segment A (Wagner)

Right-of-Way / Alignment

From Workshop Table:

- I like to see my tax dollars spent for LRT than the singing garbage bin ☺
- Like the side running option

From other participants (comments recorded at breaks):

- None

Segment A (Wagner)

Stations

From Workshop Tables:

- Removing Millgate Station may be difficult, how would you accommodate all the buses on one park and ride at Whitemud Drive? Can't we keep Millgate TC and add one a WMD / 75th ?
- Will the stations be heated or closed on all sides?
- Prefer at grade station to the elevated one. It is more user friendly. The elevated stations will have high changes of delay
- Prefer east alignment and the station on the park and ride at WMD / 75th
- Station at Davis Road could lead to shortcutting by school students to find shortest path. Prefer the elevated station on Wagner for this reason
- The bus connection to school at Wagner is very good as of now...
- Like the side running option on 75th street (less conflict)
- Like the side running LRT over Whitemud Drive, the existing bridge is already congested

From other participants (comments recorded at breaks):

- None

Segment A (Wagner)

Neighborhood/Business Access

From Workshop Tables:

- The east running LRT line is preferred in terms of access conflicts as there will be less conflict points
- The access from WMD westbound ramp to park and ride would be a good idea but is not a must
- Stations should be close to hospital or Town Centre (off this limit but just in case)
- Like the side running option on 75th street
- How will snow removal be done on tracks?
- Park and ride at WMD / 75th should be signalized to avoid congestion
- Will there be bus connections to the stations?

Southeast LRT Workshop #4 - Comment Summary

75 St / Wagner Rd to Mill Woods

May 27, 2010

Page 2 of 6

- Stations should be close to schools and services

From other participants (comments recorded at breaks):

- None

Segment B (Whitemud Dr)

Right-of-Way / Alignment

From Workshop Tables:

- Prefer east running because it would impact access to neighborhood (around 41st avenue)
- Prefer east alignment because it does not impact existing accesses to commercial site in SW corner of Whitemud
- Avoid amusement park property – they are serving Edmontonians too, jus like other sites such as WEM and Millwoods Town Center
- Consider constructing structure over amusement park to avoid amusement park
- Concern about noise impacts to residents W of 66th street
- Prefers side running because it is more accessible and has more of an urban feel
- Safety concerns – potential conflict with the train
- Prefers surface running LRT but to avoid the amusement park property. Willing to look at using part of amusement parking lot to provide a smoother curve for LRT to go behind amusement park. Would like additional parking to be provided elsewhere behind site
- Prefer to stay above grade to South of Roper to avoid traffic impacts at Roper
- Alternative 1 needs signal at 41st avenue
- Consider multi-use trail on East side (Alternative 1 and 2)
- Alternative 2 seems to have less community impacts, therefore preferred
- Alternative 2 should consider going more east at Whitemud to eliminate at grade ramp at crossings
- Go above grade to south of Whitemud

From other participants (comments recorded at breaks):

- Consider land swap for amusement park?

Segment B (Whitemud Dr)

Stations

From Workshop Tables:

- Parking control near stations maybe needed
- Alternative 2 is preferred – no need to cross road from/to station
- Prefers center loading platform because it would be same as all other stations in Edmonton
- Center loading better because it is easier for way finding, and uses less space
- Make sure we keep in mind station capacity and ensure sufficient space to accommodate riders
- Feels that center platform are safer

Southeast LRT Workshop #4 - Comment Summary

75 St / Wagner Rd to Mill Woods

May 27, 2010

Page 3 of 6

- Center platform important (good) because it reduces chance of people running across tracks between platform

From other participants (comments recorded at breaks):

- None

Segment B (Whitemud Dr)

Neighborhood/Business Access

From Workshop Table:

- Prefers east running because it does not impact 41st avenue access into Michael's Park – which has limited access in/out of neighborhood
- If amusement park can be maintained, 51st avenue signal is viewed as positive
- For Alternative 1, need signals at 41st avenue
- Jaywalk issue – kids across 66th street
- Want Alternative 2!
- Consider west bound ramp direct to park and ride from Whitemud
- For park and ride, look at “back door” access to/from 50th street using 51st avenue
- Why not grade separate up to Roper Road to provide access, free up intersection, and access to business?

From other participants (comments recorded at breaks):

- None

Segment C (Millwoods)

Right of Way/Alignment

From Workshop Table:

- 31 Avenue is a dangerous intersection –potential issue for pedestrians
- Parking around 31 avenue already an issues in neighborhood due to hospital
- Potentially a pedestrian overpass (or underpass) required at 31 avenue station
- Preference for side running because it is better integration for bus stops and intersections
- Pedestrian sidewalks needed along 66th street for access to stations
- Noise levels today will not be the same once city grows further south and 66th street gets busier. Noise measuring as to account for future traffic noise levels to plan noise attenuation
- On centre running alternative, no signals on 36A avenue would increase traffic even more on 38th avenue
- Side running is preferred; less disruptive traffic, easier pedestrian access
- Noise concerns
- Parking concerns; already an issue due to Grey Nuns
- Power system feed – overhead?
- What will the schedule be like?

Southeast LRT Workshop #4 - Comment Summary

75 St / Wagner Rd to Mill Woods

May 27, 2010

Page 4 of 6

- Side running is better visually
- Side running has less noise concerns for the west side of 66th street
- Bus should feed in LRT
- 23rd avenue corridor premium transit
- Park and ride by Millwoods Town Center or South please
- Don't put it down the centre!
- If having LRT, then you should get noise barriers
- Where would noise barriers go if needed?
- Would 6 lanes of car traffic be louder than 4 lanes with LRT
- Middle running leaves more boulevard space? Potential benefit and support
- Concern about traffic impact if on side
- It is possible for pedestrian underpasses or overpasses?
- Why no traffic light at 36A with median option
- Having LRT on one side reduces impact to neighborhood on other side
- Middle leaves option for future traffic lane expansion
- Alignment on one side makes it easier for pedestrians/transit users to get to hospital mall
- Emergency access (can fire/ambulance override LRT operations?)
- Can both alignments allow for future six lane expansion of 66th street in the future?

From other participants (comments recorded at breaks):

- None

Segment C (Millwoods)

Stations

From Workshop Table:

- Center loading station would be safer and require less infrastructure, maintenance, and cost
- Transit centres have to be integrated or close to LRT stations
- Center loading is safer because we cross the tracks less
- Concern for pedestrians creating more traffic issues due to continuously crossing street across 66th
- Youville Drive or 28th avenue stations would alleviate traffic on 66th avenue
- Shorter walking distance to Greynuns, MacEwan South Campus, recreation centre from south of 31st avenue option
- Traffic concerns with 31st avenue feeding station
- Side running station preferred
- Prefer simple station and not enclosed
- Prefer no overhead power
- Platform crossings on both ends
- No chain link fences please
- 38th avenue station should be side running – should be berm or wall between station and properties
- Concern for station safety
- Consider station locations down road destinations:

Southeast LRT Workshop #4 - Comment Summary

75 St / Wagner Rd to Mill Woods

May 27, 2010

Page 5 of 6

- Hospital
- Plaza at the mall
- Transit centre
- Like centre loading platforms because it is easier for transit users to ID which train
- Must have bus/LRT connections to serve the users and benefit Millwoods (include Park and Ride)
- Consider property acquisition of parking lot at Church to reduce noise
- Concern about turn radius at Youville Drive
- Concern stations on 66th street may mean more buses on that street (as they feed the LRT and major transit centres). More buses mean more noise
- Like centre loading platform
- (Some prefer staggered station because they allow left turns)
- Must have patrols/security around platforms
- Snow removal concerns
- For WMD sections, like option that doesn't impact traffic as much

From other participants (comments recorded at breaks):

- Look into center loading station on east side of road rail at Millbourne Station
- Must have bicycle parking at stations
- Side route with center loading station
- Locate bus stops closer to intersections at Millbourne Station
- Need sidewalks on both sides of 66th street
- What is 65 dBA Leq24 at Whitemud Drive at 53rd avenue?
- What is the dBA of an LRT that leaves the station and as it operates?
- Have you taken into account volume of users with timing of lights this time?
- Why does east alignment allow turns on 36A avenue and center line alignment does not?
- LRT crossing Whitemud Drive should have elevated structure over on/off ramps to avoid backlog onto Whitemud
- Is there an impact survey done about the current new route down 111th before rolling ahead with this?
- How will this solve urban sprawl
- Why are we tagging and taking major arteries and congesting them? This will not improve traffic flow. People love their cars
- Sound barriers should be mandatory
- That many buses re-routed to a different road?
- More traffic down 66 / 75th street beyond the LRT?
- How would the buses get to the relocated Millgate terminal?
- Yay for the tunnel!
- Has traffic flow improved on the existing 111th street line?
- Vibration survey? I lived off 76th avenue and 106th street and could feel the trains
- Can we lower the sound bylaw from 65dB to 50dB so barriers will be more likely to enter the process?
- Why not tunnelling? I would gladly pay for it

Southeast LRT Workshop #4 - Comment Summary

75 St / Wagner Rd to Mill Woods

May 27, 2010

Page 6 of 6

Segment C (Millwoods)

Neighborhood/Business Access

From Workshop Tables:

- Side running alleviate access issues into neighbourhoods and businesses by Whitemud and 36A avenue
- Emergency vehicle access into neighbourhoods and businesses is going to be impacted and has to be evaluated
- Center running may need signals at 36A avenue
- Potentially adding signal at Woodvale Road and 38 avenue
- Preference for side running
- Need traffic calming on 31st avenue being signalized
- Current issues with extra signal at 36A avenue with side running
- Don't put it down the centre!
- Need to review what non-resident parking is happening in neighbourhoods near stations on 111th street (lessons learned here should inform what needs to happen here – should be proactive)
- East alignment is superior for access issues for all neighbours (but there are other issues for alignment choice)
- Could 66th street be widened if alignment on east side? Need to be prepared for future developments
- Need to coordinate lights better on 50th street because people will use this street more to avoid 66th street
- For centre alignment, why no lights at 36A = if the lights can work with east alignment
- Why can't they work to allow lefts at 36A with centre alignments?

From other participants (comments recorded at breaks):

- I like east rail instead of middle rail for access to all businesses no matter what type of station is used