

WEST LRT Workshop #1 - Comment Summary

Downtown to 95 Ave/ 84 St

May 18, 2010

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Segment A (Cloverdale)

Right-of-Way / Alignment

From Workshop Tables:

- What of the contaminated gas station at intersection of 95 Ave / Connors
- Slope stability for residence at Clover Hill
- Two lights at close proximity on Clover Hill
- Property acquisition along Connors Hill – use as opportunity to enhance the ski hill
- Is the city not taking any property on the south side of Connors?
- Will the steep slope increase noise level?
- Concern about reducing width of lanes on Connor's Hill
- How will the LRT affect Henrietta Muir Edwards Park
- Would pedestrian bridge be shut down during construction? This would be a serious impact
- There would be less impact if right-of-way were shifted west of gazebo
- Huge pedestrian activity along the current alignment
- Possible to veer off the alignment to west right after crossing the river?
- Don't reduce accessibility to the valley from Mill Creek ravine and Connors Road for pedestrians and cyclists
- Maintain or improve pedestrian accessibility for top-of-the-hill (including Montgomery Legion) residents
- Make bridge an iconic structure
- Study geotechnical aspects of Connor's Hill changes (south side)
- Start alignment shift south of bridge earlier to minimize impact on green spaces
- Please maintain pedestrian bridge
- Would Connors Road be able to accommodate 3 lanes as well or better than now; the cross sections show narrower road
- Should Connors Road be 4 lanes?
- Could Connors Road be pushed into hill west of Cross Section 2.1?
- Could only a single track be provided from pedestrian bridge (Cross section 2.1?)
- Could LRT be below Connors Road to not block view of valley
- Could we be advised of Ski Club redevelopment?
- Concern for impact to adjacent residents?
- Could landscape/trail treatment be provided to Muttart and neighborhood from station
- Minimize barriers in general

From other participants (comments recorded at breaks):

- If heavy snowfall happened how would snow removal be done?

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Segment A (Cloverdale)

Stations

From Workshop Tables:

- For Muttart Station, may not be necessary due to possible low ridership
- Muttart Station is necessary for access to River Valley
- Muttart Station would need landscaping and lighting for security and safety
- Why does elevated station eliminate service road – alternative access to Cloverdale?
- What will happen to trails?
- Would station be North of 98th Ave? It will serve higher density residents better
- Station at Corner of 95th and Connors could be a problem – shortcutting through Strathearn
- Concern for safety at a quiet, out-of-the-way station
- Consider putting the station on the bridge instead
- Low floor LRT looks good in picture, but how will it deal with snow?
- Can't put in the middle as we do now on roads
- Strathearn station should be moved on the hill as there are more users on south side of 95th Ave / Connors
- Ground level station would definitely be preferable especially for seniors
- Stations should be clearly visible
- We like the existing buses, what will happen to the bus routes? Would existing bus routes change on 95th Ave and Connors Road as they are now?
- Where is the parking for Muttart station?
- Design station to allow bikes and ski on LRT
- Like the split stations
- Avoid or minimize impact to green space near pedestrian bridge
- Any alternatives to parking permits?

From other participants (comments recorded at breaks):

- Put Strathearn station underground

Segment A (Cloverdale)

Neighborhood/Business Access

From Workshop Table:

- 91st street wrongly coded on the map. Should be further west
- How will the pedestrians south of 95th Ave cross 95th Ave? They have their drug store across that avenue
- Signal belongs at 92nd street instead of 91st street because 92nd street is the road that connects south into Bonnie Doon
- Not a pedestrian friendly neighborhood anymore because of the train line along 95th Ave

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- Restricting where cars can turn on 95th avenue is one thing, but you can not restrict where pedestrians cross. If the signal ends up at 91st street, pedestrians must be allowed to cross at 92nd street. Pedestrians are much more distance sensitive than cars
- Concern about bus routes adjacent to Montgomery Legion changing
- How long would construction take? How will neighbourhood access be maintained during this stage?
- Ensure pedestrian / bicycle access in and out of neighbourhoods is impacted for as little time as possible
- Existing pedestrian bridge could provide a valuable access during construction
- When will you talk to the affected property owners (churches, schools, etc)?
- Pedestrian only access across all intersections (e.g. curbcuts for pedestrians only across all intersections)
- Garbage collection between Cloverdale Road and Strathearn Drive?
- We can adapt to change in more “quantum” steps than you give us credit for - would like more European style with less barriers
- Don't need curbs beside LRT
- Large pedestrian crossing volumes along 90th street
- Maintain left-turn up Connors into Cloverdale Road
- Pedestrian bridge “new” by Connors Road
- If you depress LRT more on Connors Road it makes pedestrian crossing better
- Don't like option of MUT on South Side of Connors Road
- Move Connors Road more towards bank if possible – use retaining walls if needed
- How can I get to Strathearn Road from Cloverdale as a pedestrian?
- Where are entrances on South Side of Connors Road?
- Depressing LRT / Road on Connors would also reduce noise implications
- How much more will light at top of Connors Road / Cloverdale Road clog up Connors Road? Need to sync lights
- Maintain full access at intersection at top of Connor's Road / Cloverdale Road
- Maintain Cloverdale Road as full access with also full signal at 95th Street / 98th Ave
- Consider full closure of Cloverdale Road (or emergency vehicle access only)

From other participants (comments recorded at breaks):

- Possible LRT station near Montgomery Place for seniors and school
- Idea: Lower alignment below Connor's Road to increase view from vehicle

Segment B (Quarters)

Right-of-Way / Alignment

From Workshop Table:

- Concerns about impacts to pedestrian experience at the pedestrian bridge, Louise McKinney Park, and river valley
- Can the pedestrian bridge be preserved with a new LRT bridge on a slightly different alignment?
- Don't minimize River Valley and Louise McKinney Park – not labeled on plan

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- Look at making West turn not in tunnel but on bridge so that it isn't over the Rose Garden
- What are the aesthetics of the new bridge?
- Consider skewing bridge East to avoid botanical garden
- Concerns for Geese that nest on the pedestrian bridge – how will construction impact wildlife?

From other participants (comments recorded at breaks):

- None

Segment B (Quarters)

Stations

From Workshop Tables:

- Center loading platform overall preferred
- Should include more sheltered areas, especially for wind, rain, and snow protection
- Preference toward lower elevation station at Muttart due to sound and integration with surroundings
- Concern for pedestrian bridge at the bottom of Connors Road, replacement bridge should have same aesthetics
- At the LRT Crossing, ensure sunlight can reach pedestrians
- Fencing at stations for safety? Minimizes number of people not using designated crossing locations

From other participants (comments recorded at breaks):

- None

Segment B (Quarters)

Neighbourhood/Business Access

From Workshop Tables:

- Concerns for safety and protection for both pedestrian and wildlife at the Louise McKinney Portal
- How will accessibility to the River Valley be impacted during construction?
- Concern for parasitic parking at Muttart
- Don't restrict residential parking
- Ensure any disturbances to park are fixed
- Overall strong concern for River Valley and parks

From other participants (comments recorded at breaks):

We all agree that 107th avenue makes much more sense, far fewer issues all around

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Segment C (Strathearn)

Right of Way/Alignment

From Workshop Table:

- Can we shift Connors Road south (approximately 1 or 2 lanes) to reduce impact on ski hill?
- If Connors is shifted south, what are the impacts to the affected properties on the north side?
- Concern for traffic cutting through 92 Ave
- Why not go down the west side of ROW on 85 Street?
- Concern about noise of LRT traveling in front of home on 95th Ave
- Bus service and potential conflict with LRT and Cars with one lane on 95th Ave
- Concern about the additional bus traffic that maybe picking up adjacent neighborhood traffic/people and dropping them off at 95th Ave station
- Concern for senior accessibility
- Prefer to maintain Connors Road traffic lane
- Concern about removing trees on 85th street
- Prefer Option #1 on 85th street because it would permit traffic flow through the area – especially with redevelopment
- Prefer Option #1 because the 85th street / 95 Ave intersection is more confusing / lane alignments
- Concern for traffic capacity through the area
- Parking concerns on 95th Ave due to church
- Concern for sharp curve / noise impact
- Concern for construction impact (noise, cleanliness, access)
- Concern for impact to apartments on the north side of 95th Ave in Option #1. Prefers Option #2 because it affects only park

From other participants (comments recorded at breaks):

- None

Segment C (Strathearn)

Stations

From Workshop Table:

- Prefer center loading station on 95 Ave because it requires less space and seems less confusing to use
- Prefer alternative #2 because it impacts school property instead of apartments on north
- Like alternative #2 because of better integration
- Proposed station impacts future redevelopment access
- For alternative #3, underground station preferred because it means less property impact
- Station by Cloverdale Road access activity center
- Would prefer to see the top-of-hill station closer to Cloverdale Road

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- Dislike Alternative #3 due to property impacts
- Concern about whether seniors would continue to get bus service on 95th Ave
- Is grade separation an option for the Connors / 95th Ave intersection?
- Concern about losing the character and heritage of the Strathearn neighbourhood

From other participants (comments recorded at breaks):

- Ensure that station have character/aesthetic qualities

Segment C (Strathearn)

Neighborhood/Business Access

From Workshop Tables:

- No left turn at 85th St / 95 Ave. EBLT bay would likely be required (main artery, rather than continuing through another residential area to get to Capilano heading north)
- Concern for neighbourhood access concerns for Strathearn Dr, Donnell Road, 92nd Street
- Concern for access for Donnell Road with removal of all directional access
- 92nd street, north/south movement is important, between Bonnie Doon / Whyte Ave, and Strathearn
- Potential to shift signal to 92nd Street to mitigate this concern? Drawback may be localized increase in traffic, since everyone is trying to access that signal
- Pedestrian activated signal for seniors access to medical service and pharmacy at 92nd street?
- Access for students to cross 95th Ave to convenience store on north side?
- Impacts to school bus route?
- Impact to Church access and parking? Already have church attendees parking in alleys
- Concern for spill over/ parasitic parking due to people wanting to access stations at 95th Ave and 85th Street
- Losing onstreet parking on 95th Ave for residents? Visitors? Church services? If set up similar to UofA / Stadium, how many passes would each household get?
- If left turn on Connors (westbound to southbound) eliminated or relocated east, could you then shift alignment to minimize impact on properties at west end of 95th Ave?
- Option of running LRT on one side of 95 Ave instead of down centre?
- Consider advance signage to warn of no left turn allowed ahead so that people can make better decision beforehand
- Any potential for rezoning of properties directly on 95th Ave? Currently seeing a lot of homes going up for sale...
- Reiterated that desire to maintain existing lanes (capacity) on Connors Road
- Will alleys be blocked off? Will others cut through the neighbourhood otherwise?
- United church at 95th Ave and 86th Street will attract pedestrians to cross 95th Ave
- Are there other systems that allow free pedestrian crossings on collectors? Have they encountered safety issues there?
- Does it depend on roadway hierarchy?
- Four lane is preferred on 85th Street to maintain capacity, and also to dissuade shortcutting through local streets
- Prefer roadway (traffic lanes) to stay consistent on 85th Street on north/south sides of 95th Ave
- Can we run LRT down east side of 85th Street AND provide 4 lanes of traffic to the west?

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- Concerned about parking overflow at church
- Pedestrian access required for 91st/92nd street area
- Will the City consider downgrading arterial (e.g. 85th street) to a collector?
- Bike integration: have bicycle lanes running parallel to LRT (reducing # of traffic lanes)
- Accommodating cyclists either by allowing bikes on board, or providing storage at stations is desired
- What can be done in terms of traffic calming to discourage short-cutting?
- Why can't we have two stations on 95th Ave if we are prepared to accept station spacings (400-900m)?
- Must have a station near seniors centre
- Can Strathearn and Holyrood stations be shifted to improve spacing for station at seniors centre?
- Strathearn station property take on North side may speed up redevelopment (stay away from multi-family dwellings on North side)
- Preference to reduce property impacts by taking from school site
- Shift Holyrood station to south side of 93rd Ave, or even further north
- Long walk from Connors Road area to proposed Strathearn Station near 87th street

From other participants (comments recorded at breaks):

- What happens to pedestrian bridge over Connors hill?
- Do bus routes disappear?
- Either option on 85th street would lose all mature trees
- How much consideration has been given to the design
- Bus access and routes to school heavily compromised
- 92nd street from Whyte Ave is a major road, no right turn at 95 Ave, no crossing at 95th Ave
- Turning movement along 95th Ave limits crossing
- Station Option 3 would negate the purpose as providing access to Strathearn Heights
- Station Option 2 preferred