

# Southeast LRT Workshop #3 - Comment Summary

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

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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 85<sup>th</sup> street north of 88<sup>th</sup> avenue end up as a dead end
- There should be a southbound left turn at the new 88<sup>th</sup> 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 83<sup>rd</sup> 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 90<sup>th</sup> 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 83<sup>rd</sup> 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 83<sup>rd</sup> street median, moving station north towards 84<sup>th</sup> 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 88<sup>th</sup> 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 84<sup>th</sup> avenue) would better serve the Mall and proposed recreation centre
- Ensure that the station platforms are wide enough!
- 82<sup>nd</sup> avenue and 83<sup>rd</sup> 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 92<sup>nd</sup> street to get downtown instead of Connors Road
- Consider making 88<sup>th</sup> avenue in Bonnie Doon between 85<sup>th</sup> street and 91<sup>st</sup> 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 86<sup>th</sup> avenue, some people say. This would reduce shortcutting between 75<sup>th</sup> street and 83<sup>rd</sup> 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 88<sup>th</sup> avenue west into Bonnie Doon
- Group wants four lanes on 83<sup>rd</sup> 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 83<sup>rd</sup> street
- Senior centre inside the school too – pedestrian concerns
- 79<sup>th</sup> / 78<sup>th</sup> would require pedestrian actuated lights
- Between 80<sup>th</sup> / 81<sup>st</sup> avenue, alley on east side of 83<sup>rd</sup> street is a dead end – need through access
- Pond adjacent to park and houses may create difficulty punching the dead end alley back to 81<sup>st</sup> 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
- 71<sup>st</sup> street very narrow
- Traffic signal at 79<sup>th</sup> avenue needed
- Alley doesn't extend through King Edward Community League
- Maintain four lanes on 83<sup>rd</sup> street
- Two lane – concern about shortcutting through neighborhood (76<sup>th</sup> avenue), preferred because 83<sup>rd</sup> street would be quieter with less property impact
- Four lane not as much shortcutting
- Don't want 51<sup>st</sup> / 111<sup>th</sup> street scenario – want better coordination system
- Concern about limited access on 83<sup>rd</sup> street
- Concern about limited access on 83<sup>rd</sup> street
- Concern that reducing to two lanes would create congestion on 83<sup>rd</sup> 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 83<sup>rd</sup> 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 83<sup>rd</sup> 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 83<sup>rd</sup> street
  - If bus runs on 83<sup>rd</sup> 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 76<sup>th</sup> 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 73<sup>rd</sup> 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 83<sup>rd</sup> 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. 76<sup>th</sup> avenue). Would it be like 111<sup>th</sup> street / 51<sup>st</sup> 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 73<sup>rd</sup> avenue station because it is more 'centred' between Bonnie Doon station and Wagner station
- Bus stops on 83<sup>rd</sup> 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...
- 76<sup>th</sup> avenue / 83<sup>rd</sup> street has operational problems today. Better to put station at 73<sup>rd</sup> avenue
- Not enough pedestrian crossing opportunities (e.g. 79<sup>th</sup> avenue) suggested 3 block max around schools and seniors homes
- 73<sup>rd</sup> avenue station preferred – further away from elementary school, less impact to traffic on 76<sup>th</sup> 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 76<sup>th</sup> avenue, wouldn't there be a large distance between 76<sup>th</sup> 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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- 73<sup>rd</sup> Ave station is well spaced
- 76<sup>th</sup> Ave station is service overlap with Whyte Ave
- 73<sup>rd</sup> Ave station has less property impacts
- 73<sup>rd</sup> Ave station serves communities to the South
- Bus service on 73<sup>rd</sup> Ave in conjunction with LRT station

### **From other participants (comments recorded at breaks):**

- How will the bus stop right off 76<sup>th</sup> avenue and 83<sup>rd</sup> street going east affect traffic flow if there is a station stop at 76<sup>th</sup> 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 83<sup>rd</sup> street of 82<sup>nd</sup> avenue, The line should be underground or elevated
- LRT should wait at traffic lights at traffic circle and at 83<sup>rd</sup> street / 82<sup>nd</sup> 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 76<sup>th</sup> avenue such that properties on west side can head north
- Would like U-turn at 76<sup>th</sup> (viewed as most important), 73<sup>rd</sup>, and 69<sup>th</sup> (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 83<sup>rd</sup> or 85<sup>th</sup> street
- If we divert some SBLT to 85<sup>th</sup> street, then can we reduce SBLT at 83<sup>rd</sup> to single such that we don't need to impact homes on west side of 83<sup>rd</sup> street, just south of 82<sup>nd</sup> avenue (four lane scenario)?
- Residents on east side of 83<sup>rd</sup> street between 80 / 81 avenue with dead end alley would prefer that the alley would NOT be modified to provide through access to 81<sup>st</sup> street
- Eliminate parking on one side of 81<sup>st</sup> street to facilitate additional neighbourhood traffic
- Need signals on Whyte at 79<sup>th</sup> and 85<sup>th</sup> to allow better distribution of traffic through the neighbourhood
- Consider U-turns at 83<sup>rd</sup> 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 83<sup>rd</sup> street
- All directional access essential at 76<sup>th</sup> avenue and desired at 73<sup>rd</sup> avenue
- 76<sup>th</sup> avenue / 83<sup>rd</sup> street intersection will require upgrades to handle left hand turns from neighbourhood onto 83<sup>rd</sup> street
- Construction impacts to alleyway between 80<sup>th</sup> / 81 Ave during winter will leave no access to garages or parking

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- Dead end alley on east side of 83<sup>rd</sup> street between 80<sup>th</sup> and 81<sup>st</sup> 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 76<sup>th</sup> 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 85<sup>th</sup> 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 (85<sup>th</sup> street at Connors) rather than tying 85<sup>th</sup> street to 83<sup>rd</sup> street?
- Allow full access off 76<sup>th</sup> Ave
- Left turn bays seem insufficient to serve traffic
- Expansion plans for alternate sights like 75<sup>th</sup> street need to be in place
- 85<sup>th</sup> street barricade open up to relieve 83<sup>rd</sup> street and 82<sup>nd</sup> avenue
- 73<sup>rd</sup> 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:**

- 83<sup>rd</sup> street concerns about traffic accommodation during construction
- Morning and afternoon peak hours are the worst
- Require sidewalks/MUT on west side of 83<sup>rd</sup> street between Argyll and 69A avenue
- Concern about the impact to the park and toboggan hill on the west side of 83<sup>rd</sup> street between Argyll and 69A
- Would rather impact buildings than parkland
- Prefer train on the east side of 83<sup>rd</sup> 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 63<sup>rd</sup> avenue
- Would prefer to maintain service roads

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- Look further upstream to divert traffic flow over to 75<sup>th</sup> 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 83<sup>rd</sup> 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 73<sup>rd</sup> 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
- 76<sup>th</sup> avenue station would take more property
- 76<sup>th</sup> avenue station would serve schools and have better connections to existing transit
- 73<sup>rd</sup> 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 83<sup>rd</sup> 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 83<sup>rd</sup> street into the park needs to be preserved
- Connect MUT along west side of 83<sup>rd</sup> street
- For South bound lanes of 83<sup>rd</sup> street, allow for a left hand turn into the commercial complex at the NE corner of 83<sup>rd</sup> street, 63<sup>rd</sup> avenue (preferable under the bridge structure)
- Maintain crosswalk across 83<sup>rd</sup> 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 83<sup>rd</sup> street and 69<sup>th</sup> avenue
- Want increased pedestrian crossings of 83<sup>rd</sup> street
- Want a bike lane along 83<sup>rd</sup> 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 83<sup>rd</sup> street, how will this change?
- How about pedestrian access to LRT station?
- Signalized pedestrian crossing at 71<sup>st</sup> 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