

WEST LRT Workshop #1 - Comment Summary

Lewis Estates to Meadowlark

May 4, 2010

Segment A

Right-of-Way / Alignment	<p><u>From Workshop Table A:</u></p> <ul style="list-style-type: none">• Constructing for 2016 – we don't have the population yet to warrant it – city does not need this.• Prefer to have most of 87th Ave at grade.• Prefer to have LRT go underground instead of on structure – if no conflicts with pipelines in Transportation Utility Corridor• Doesn't make sense to have the line at grade near Anthony Henday Drive because the interchanges are designed to provide free-flow – concerned about delays to AHD ramp traffic.• Bridge structure ramping down east of AHD ramp may affect residents view.• Concerned about LRT alignment shifting outward to avoid AHD ramp intersections. <p><u>From other participants (comments recorded at breaks):</u></p> <ul style="list-style-type: none">• None
Stations	<p><u>From Workshop Table A:</u></p> <ul style="list-style-type: none">• No particular preference for station type –mainly governed by alignment option.• Like the station integrated with bus terminal and park & ride site• Concern about the cost of Alternative #1• Concern about the structural cost of Alternative #2. <p><u>From other participants (comments recorded at breaks):</u></p> <ul style="list-style-type: none">• Number of stalls at park and ride?• Alternative # 2 station is much better – is user friendly and separates from 87 Ave
Neighborhood / Business Access	<p><u>From Workshop Table A:</u></p> <ul style="list-style-type: none">• Need better transit system• Concern about the impact of LRT and it's signals on roadway traffic <p><u>From other participants (comments recorded at breaks):</u></p> <ul style="list-style-type: none">• How to get to Spruce Grove?<ul style="list-style-type: none">• Lewis Estates local roads an issue – solution use 199 St right-of-way

Segment B

<p>Right-of-Way / Alignment</p>	<p><u>From Workshop Table B:</u></p> <ul style="list-style-type: none"> • How many people making left turns at intersections? • Traffic backing up to cross tracks (i.e. – left turns) • Noise needs to be considered • Trails and crosswalks – maintain crosswalks for trail connectivity • Service roads being removed-used a s bike paths • LRT on West Edmonton Mall side [north] is good for mall users • Crossings for pedestrians over/under LRT • Higher likelihood that pedestrians will jay-walk if the station platform is in the center • Protect traffic movements in all directions at 178 St/87 Ave (Alternative #2 would be best for this) • Alternative #2 - less traffic impacts at 189 St <p><u>From other participants (comments recorded at breaks):</u></p> <ul style="list-style-type: none"> • None
<p>Stations</p>	<p><u>From Workshop Table B:</u></p> <ul style="list-style-type: none"> • Property impacts on south side with side-loading station • Landscaping wanted [important] • Better school access/activity center access with station on south side. • Center platform better – more flexible • Build above the station (apartments) • Parking for users of baseball diamonds • How do we protect the side street parking (used currently for baseball diamonds) from people parking and riding (must also consider this for West Edmonton Mall)? • Consider parking at Aldergrove School site? • Bus stops nears stations and along corridor – proximity and frequency to serve LRT users. <p><u>From other participants (comments recorded at breaks):</u></p> <ul style="list-style-type: none"> • Consider a circulator bus for Aldergrove neighborhood to 182 St station (not to West Edmonton Mall) • Concerned about security/safety for kids at the school at about 182 St. Easy for kids to be taken off/on the LRT – hard to track. • Cost of Station Alternative #2 – high?? • Stations should have protection from the wind and precipitation and have places to sit.

Neighborhood / Business Access	<p><u>From Workshop Table B:</u></p> <p>Alternative #1-</p> <ul style="list-style-type: none"> • Slows down turns on/off 87 Ave (lefts) • May cause to wait longer to make a left turn as you wait for a left turn signal • Not much different from what exists today • Potential for traffic to back up along 178 St <p>Alternative #2-</p> <ul style="list-style-type: none"> • No comments <p><u>From other participants (comments recorded at breaks):</u></p> <ul style="list-style-type: none"> • Has there been any analysis about increase in transient traffic/people because of LRT?
---------------------------------------	--

Segment C

Right-of-Way / Alignment	<p><u>From Workshop Table C:</u></p> <ul style="list-style-type: none"> • Space for bike lanes should be required • Concerns with access across roadway • Noise – elevated noisier? • Privacy for neighbors • Traffic flow impacts • Access to [West Edmonton] Mall and hospital [Misericordia] • Graffiti on elevated track • Keep light [traffic signal] at 165 St • Emergency Services Access • Traffic disruptions from at grade crossings <p><u>From other participants (comments recorded at breaks):</u></p> <ul style="list-style-type: none"> • Alternative #2 preferred for better access to the mall [West Edmonton Mall]
Stations	<p><u>From Workshop Table C:</u></p> <ul style="list-style-type: none"> • Peak load at station (students) – station large enough? • Prefer center platform over side platform • Concern about parking around stations [parasitic parking] • Underground station • Concerns about snow clearance • Safety/cameras to eliminate blind spots • Mobility impaired access to elevated stations (elevators and ramps) • Covered (protected) access to Misericordia Hospital and West Edmonton Mall • Safety/Security – jurisdiction between mall and transit station <p><u>From other participants (comments recorded at breaks):</u></p> <ul style="list-style-type: none"> • Emergency phones on station platforms? • Consider a raised enclosure/pedway (all weather) from raised station (transit station) straight north into hospital

Neighborhood / Business Access	<p><u>From Workshop Table C:</u></p> <ul style="list-style-type: none"> • Potential to increase local traffic (wayward drivers)?? • River Cree transit stop – Will it link to transit center? Can it be eliminated? • Speeding drivers on 175 St affect schools • Preference for elevated • Cost (relative) of improved mall access? Could a signal be added between transit center and 170 St (Zeller's entrance)? • Access east of 169 St (signal) – will 169 St connect to 165 St to the north? • Jug handles not appropriate in Thornecliffe neighborhood <p><u>From other participants (comments recorded at breaks):</u></p> <ul style="list-style-type: none"> • Protected left phase – peak period only? Can it be all day? Especially at West Edmonton Mall Transit Center- more difficult to see thru traffic (west bound left turn to 175 St). • 175 St/87 Ave – concern about intersection capacity to handle school traffic.
---------------------------------------	--

Segment D

Right-of-Way / Alignment	<p><u>From Workshop Table D:</u></p> <p>Alternative #1 -</p> <ul style="list-style-type: none"> • Public safety at crossings • Maintain service roads for safety • Reduce speed [on 87 Ave] between 159 and 170 Sts • Traffic congestion at 159 St/87 Ave intersection • Loosing lane at Meadowlark and 156 St • Why new road? People will do short cuts. • This alternative is good for elderly people going to the health clinic • Prefer alternative #1 <p>Alternative #2-</p> <ul style="list-style-type: none"> • People already walk to the bus loop • Elmwood and West Lynnwood will be hit hard due to access • Access to the mall [Meadowlark Mall] will be limited • Impact to expansion plans of Edmonton Public Library • Main access to the mall [Meadowlark Mall] is west of 156 St on 87 Ave <p><u>From other participants (comments recorded at breaks):</u></p> <ul style="list-style-type: none"> • None
Stations	<p><u>From Workshop Table D:</u></p> <ul style="list-style-type: none"> • Parking near to stations • Gathering place • Safe – lighting and help phone at stations • Wheelchair access • Easier for people to orient themselves with train direction • Place to put community notification boards • Put in a Tim Horton's

	<ul style="list-style-type: none"> • May need more stations between Meadowlark and 156 St/95 Ave station • Need bus bays along 156 St • [No comments specific to either Alternative #1 or #2] <p><u>From other participants (comments recorded at breaks):</u></p> <ul style="list-style-type: none"> • High pedestrian traffic on north side of 87 Ave between • Meadowlark Road/Meadowlark Mall and West Edmonton Mall
<p>Neighborhood / Business Access</p>	<p><u>From Workshop Table D:</u></p> <p>Alternative #1-</p> <ul style="list-style-type: none"> • Full signal 164 St – synchronize with 163 St • Full signal 159 St and 83 Ave • Schools in neighbourhood require more access • Low speed on new road • Access to fire service • Close alley between 159 St and 163 St • Provide safe and protected pedestrian crossings • Bike lanes and pedestrian crossings • Pedestrian crossing by library • Crosswalk to school at 91 Ave <p>Alternative #2-</p> <ul style="list-style-type: none"> • Didn't like due to lack of access <p><u>From other participants (comments recorded at breaks):</u></p> <ul style="list-style-type: none"> • None