Valley Line West
Lewis Farms - Downtown

Edmonton

PUBLIC ENGAGEMENT REPORT

Valley Line West LRT

Consideration of One-way Options for Stony Plain Road

July 26, 2018



Prepared by:

LRT Delivery

September 10, 2018

Background

The Valley Line West concept plan approved by City Council in 2012 was developed with the help of extensive public engagement, which had attracted thousands of participants in well over 100 separate events by the time the preliminary design was prepared in 2013.

In 2017 and 2018, there was additional outreach to obtain citizen input for consideration in the Valley Line West preliminary engineering update and intersection crossing assessments. The results of this additional engagement included the suggestion that the City consider a westbound one-way arrangement for the section of Stony Plain Road between 149 Street and 156 Street as a possible means of addressing traffic flow and business access concerns in the area.

At the March 21, 2018, City Council meeting, a motion was passed directing Administration to carry out additional design, and report on the engagement and analysis of the one-way option presented by the Stony Plain Road Business Improvement Area.

Public Engagement Objectives

- Obtain the public's views on options for a possible westbound one-way roadway arrangement on Stony Plain Road between 149 Street and 156 Street
- Use public and stakeholder feedback to help identify issues, opportunities and considerations to support the decision-making process.
- Exhibit responsiveness to public issues and concerns
- Demonstrate process transparency

Target Audience

- Transportation system users
- Potential Valley Line LRT users
- Affected and interested property owners and residents
- Affected and interested businesses, institutions and other organizations
- Community Leagues / neighbourhood associations
- General public
- City Council
- Media

Engagement Strategy

Considerations

Factors considered in developing the approach to engagement included:

- The City's commitment to effective public engagement, with resulting public expectations
- Council's directive from the March 21, 2018 Council meeting

- The broad range of interests, viewpoints, impacts and opportunities associated with the new option
- Previous commitments and decisions made during the corridor and concept planning phases
- Schedule

Approach

The project team arranged meetings with with the Stony Plain Road and Area Business Association, which functioned as a sounding board to help develop concepts that might address some of the objectives implicit in the one-way suggestion. Discussions regarding one-way traffic on Stony Plain Road occurred with area Citizen Working Groups during the second quarter of 2018. These meetings were followed with a major public engagement session supported by online engagement through the City's website to obtain input from a broad audience.

Public Engagement Session

The public engagement session was held July 26, 2018, at West End Christian Reformed Church. Presentations and displays provided information on the original concept plan arrangement and background on the suggestion for a one-way arrangement. The concept plan and four one-way variations were displayed and described with their implications for access and traffic flow. Participants were asked to rank their preferences, with the reasons for their ranking.

The input received was not randomly generated (and there is some evidence of duplicate or even multiple submissions), and therefore cannot be considered statistically accurate. However, the responses have indicative value for decision-making.

Publicity and Notification

The following methods were included in raising awareness of the information and engagement sessions:

- Web notices, with the project web page at www.edmonton.ca/valleylinewest updated with advance notification
- City of Edmonton Public Engagement Calendar
- Roadside signs in high-visibility locations along heavily-travelled routes
- Newspaper advertisements
- Email bulletins to more than 900 Valley Line email subscribers
- Valley Line West Citizen Working Groups
- Public service announcements
- Social media – Twitter and Facebook

Content, Attendance and Results

Content

Information materials included:

- Presentation led by the Valley Line West project manager
- Information displays:
    - Welcome / introduction
    - Purpose - project input opportunity
    - Area of focus
    - Background - New urban-style and low-floor LRT
    - Where we are in the process
    - Existing Plan (2-way) - as amended in 2018 for 90-degree turn at Stony Plain Road/156 Street
    - One-way option #1, “split” option (not recommended)
    - One-way option #2, with 2 through lanes
    - One-way option #3, with 1 through & 1 left turn lane
    - One-way option #4, with 1 lane and wider sidewalks
    - Network implications - one-way AM peak projections - opening day
    - Network implications - one-way PM peak projections - opening day
    - Next steps
    - What do you think?

Attendance

A total of 256 people signed in at the session. Comment forms were completed and returned by 205 people, including online submissions that were accepted for a two-week period following the session.

Summary of feedback

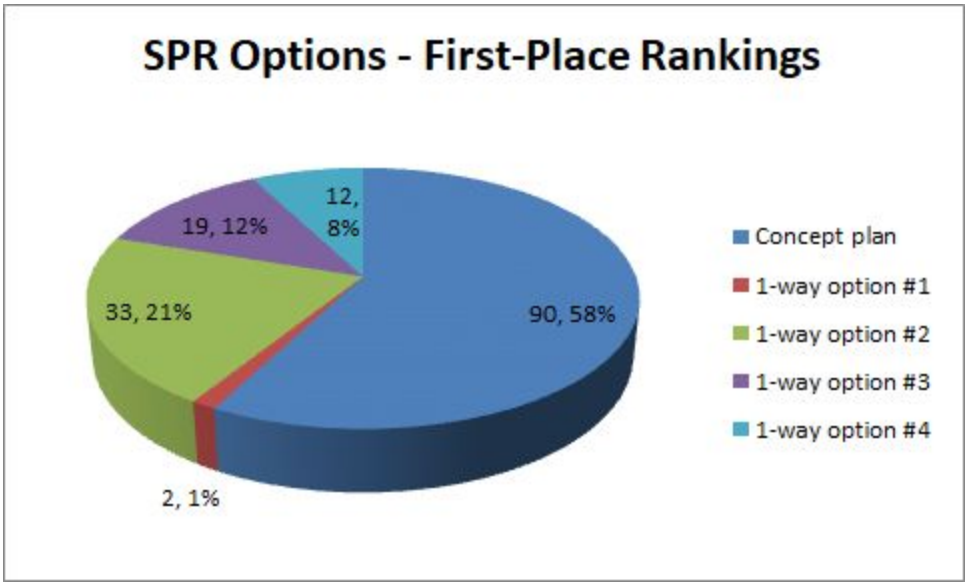
As noted previously, there is evidence that some respondents may have submitted more than one comment form, either at the engagement session itself, between the session and online, and online-only. This, along with the non-random nature of the survey, should be taken into consideration when viewing the results.

Nearly one-quarter of all submissions did not rank the options, generally due to non-support of Stony Plain Road as the chosen LRT route.

Ranking the options

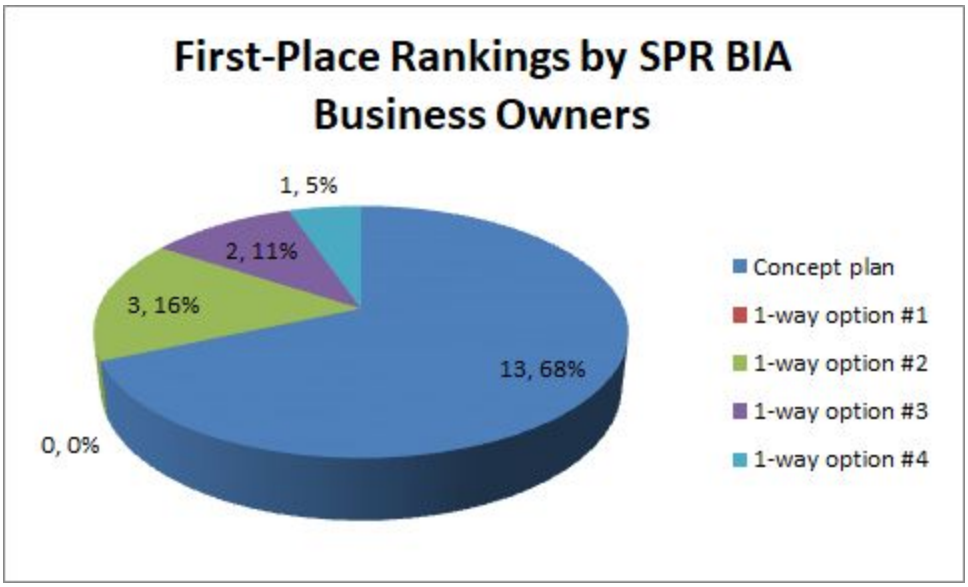
On a consolidated basis, among the 160 respondents who ranked the options, 58% favoured the original concept plan with two-way traffic as their first choice. Approximately 21% gave first-place ranking to one-way Option 2, for two one-way through lanes westbound. Option 3 (one through lane and one left-turn lane) was favoured by 12%, followed by Option 4 (single lane with wider sidewalks) at 8% and Option 1 (“split”) at just 1%.

Figure 1



Among those who identified themselves as business owners in the Stony Plain Road Business Improvement Area, the two-way option of the original concept plan was favoured by twice as many respondents as all of the one-way options combined.

Figure 2



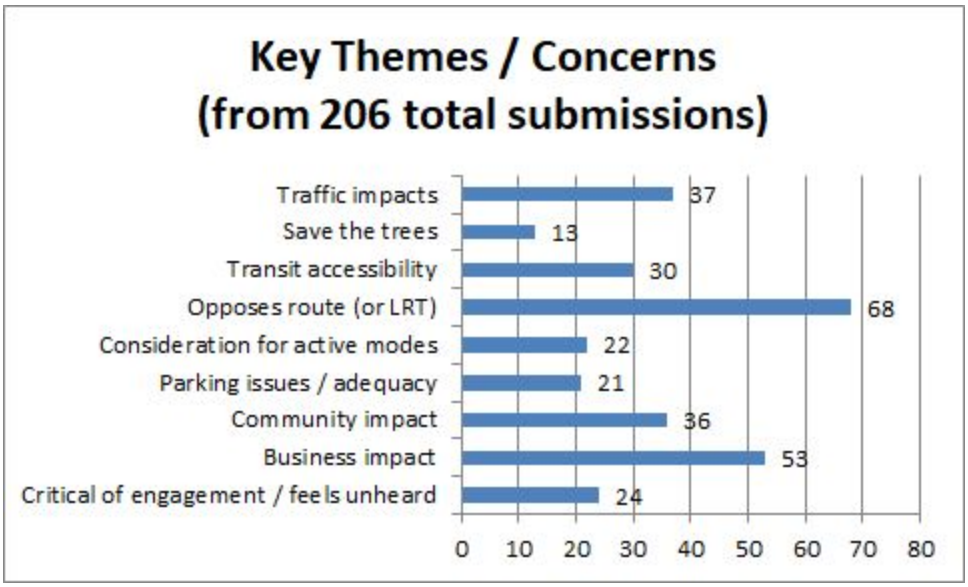
Key Themes / Concerns

The route selection decision made in 2009 was the most frequently-cited concern, and often associated with criticism of the engagement process by those who disagree with replacing two traffic lanes with LRT on Stony Plain Road and felt that the options considered in this engagement should have included an alternative route.

With respect to the approved concept plan and the one-way options being considered, the most commonly-expressed concerns overall were access-related impacts to the local business area, community impacts, convenience of transit access for seniors and those with mobility challenges (i.e. separation between stops) and parking.

The chart below summarizes the key themes expressed by attendees. Detailed comments are provided in Appendix 1.

Figure 3



Appendix 1 – Detailed comments

What is the reason for your ranking?
None of these options considered an impact or the businesses - not just on SPR itself. Option 1 is the best of a bunch of awful. Also - no street parking on the corridor- there is only a few blocks anyway - so be fair to all businesses. And no!!, people won't cross SPR to go to businesses on the south side.
Hat to loose 1 way traffic on Stony Plain Road
Obviously this is a complex and confusing issue. You have to consider the effect on traffic on 100 avenue and 149 street. I have relatives who live dowon 149 street. Traffic is a nightmare now, option #4 and #1 would be a nightmare for driving in this area
Do not create more congestion. No wider sidewalks. No 2 way road + LRT - tight enough all ready.
Wider sidewalks = more trees, space for parklets / patio, more pleasant realm for people walking to/from businesses, narrower general traffic lanes + buffers = slower car traffic > safer street. 2 travel lanes should have 1 parking lane 24/7 [+parking lane = narrower=wider sidewalk] such that intersections can have curb extensions and pavement could be active space for people walking. Other options encourage high speeds, noise and reduced awareness from drivers (as one-ways generally do)
The 2 way concept allows businesses to continue to exist with the least amount of disruption. Redevelopment will phase in over time. Otherwise some businesses will be closed prematurely.
TOD redevelopment best opportunity (option #2). south side pocket parks. Rearfacing small grid redevelopment.
Well, it's all bullshit because you are destroying the west-end, but no one wants a one-way. You have no consideration for the people who live in the area.
Have you people learned nothing after the NAIT line fiasco? Ramming the LRT through a fully developed mature busy area is absolutely ludicrous! Taxpayers do not want to pay for more of your stupid pipe dreams.
Ignore ranks 3-5 (option #1, 3 and two way). One way makes more sense when taking a wider look including 107 & 100 Ave.

I'd actually prefer the wider sidewalks. But for overall impact on the area & traffic flow, more westbound lanes is going to be an easier sell to the public.
Traffic for both direction, more convient for people going toward downtown & going back home (toward west end). I personally had been traveling to DT using Stony Oplain ever since I've start driving. It would be hard for someone like me who are use to the route to take alternative route. (expecially I know that the others such as 107 St is busy already) that way I kept on using the Stony Plain route.
#2 - more west flow
#1 Split option - unsafe #4 Don't need wider sidewalks #3 Best all around - provides some left turning
Better traffic flow
One way opt 2 - better flow @ 149 St intersection to dispurse. WB traffic out of downtown (averts buildup on 149 St intersection.) Safer. Better aesthetically. Better @ 156 St for vehicles continuing west (to Henday & Spruce Grove).
I would still like to see the LRT put down 87 or 107 not Stony Plain Road. The businesses there now that we have used will all be gone - so will the money already spent in beautification and revitalization.
1. Traffic conflicts. 2. Most businesses have rear access capability so parking in front not needed. Some assistance would be required for handicapped access
From where I live, it would mean taking huge detours through residential neighbourhoods (by car) to access businesses I currently support. I think it's important to maintain access w/ different ways to turn on and off SPR. Also, it makes no sense to break up SPR into sections of one way, then two way, then one way etc. Clearly it would entail turning SPR from 149 to 184 St all signel direction, which I do not support from an access perspective.
It is difficult to look at the one-way options without considering SPR from 156th to 170th as a one way option. No left turns @156 and coming from the south (ie 87 Ave) means driving thru the neighbourhoods and/or driving to 149th to access businesses on SPR west of 156th (ie Bens Meats, Hopp's, etc)

1) One left turn lane helps anyone who needs to either park (?) or may want to turn around & go east again. 2) Wider sidewalks? Who needs them. I have lived in the area 5 yrs & I go for a stroll only a few times/yr; access to businesses important
traffic reduction to 142nd
My husband works downtown and I used to work in Oliver Square. On any given wee day, driving into that area (West End to Downtown) was incredibly congested in traffic. Whether it was going Eastbound on 107 Ave, Stony Plain Road, or Whitemud Freeway E then 149 St. N and then Stony Plain E, ALL the roads are full of traffic and very busy. Considerin all 4 options eliminate an Eastbound lane downtown, these are not wise choices in my opinion or convenient for myself. In work in architecture, and see <u>many</u> traffic assessments done, and regardless of the studies that may have taken place, the LRT will <u>not</u> reduce the amount of traffic you have calculated. In our City and society, people like the convenience & Freedom of driving their own vehicles. the LRT will not reduce that.
I work in the trades, taking my tools on the LRT is not an option. Taking away my access to downtown is not an acceptable option.
the 2 lanes mimics westbound now - allows for rush hour increased flow >left turn lane - not needed & not a functional >wider sidewalks - not a lot of foot traffic now - the businesses can be accessed in back - not a dense housing area now & sidewalks capacity is modest
> lots of businesses = lots of pedestrian traffic, they could feel safer with increased walk space >save some trees > just spent $$$ on this pedestrian space, preserve the recent work & our tax dollars
Should be westbound 2 lanes from 149 St. as 100 Ave has 2 eastbound lanes for eastbound traffic to use
Best for traffic & businesses
>Think accidents / fire egines / ambulances Two lanes together best
If you go to a 1 way system parking for businesses is important
> 2 through lanes provides more efficiency for traffic. People just need to adjust their driving habits and take 100 Ave Eastbound if they need to.

> keeps the N side of Stony Plain free & clear, people can take 107 if they have to
The only option I feel strongly about is #4. It would not solve any issues / problems the LRT will bring forth for traffic. Also SPR is not very pedestrian friendly anyway. #2 is the best since traffic can get through to the west end the fastest.
NONE
Remove vehicles from SPR bet. 149 & 156 St. & run 2-way transit with LRT!
I can't rank these options because SPR functions well as it is with excellent bus service and stops that aren't too far apart. The traffic works well as it is. Since the LRT is coming though not desired - the original concept works better than the complicated one way options which are too complicated and restrict access to many roads or turns. Widened sidewalks to accommodate patios for restaurants don't really need need wider side walks - patios can be recessed or back lanes can be updated to accommodate patios or roof-top outdoor venues.
These projected traffic patterns are not realistic. Several areas that will be a big problem in my estimation e.g. Bottleneck @100 Ave & 149 St, SPR & 149 St.. Heavier traffic at all times on 142 St & 87 Ave. from 149 St to 142 St.
Might give business some relief & more options to take advantage of foot traffic perhaps develop a "Stevens Avenue" concept.
The one way options will reduce the ability to get from the west end to downtown & back again severly. Traffic congestion will increase travel time & make my comute even longer to & from downtown.
There is good reasoning to have a one way if 100th also becomes a one-way east bound. However, more consideration needs to be given to the traffic pattern and how it is effected. Regardless, there needs to be access to the businesses on the south side of Stony plain road.
These are all attempts to redeem a very bad route. SPR should be abandoned as a route for LRT and 107 Ave or 87 Ave should replace it. If that isn't done, the original social contract should be honoured - the 2-way concept. Stop trying to fix a fatally flawed design and go back to the drawing board to find a route that makes sense.
The Stony Plain route is a disaster. The line should go underground at 149 St over too 100 ave and resurface there. This is going to be the ruin of many businesses on SPR.
Too many false plans.

To be candid, I don't really care what specifically happens between 149 & 156 St. I wish the LRT wasn't expanding just yet. The metro line extension was a disaster, and the SE extension is still under construction. I would like to see the city have a success under their belt before yet another extension. What if SE line is a repeat of Metro?
With LRT on South side of Stony Plain Road, would restrict access to my property
Very confusing for drivers, cyclists, pedestrians with new concept.
The inconvenience of one way roads. It's going to be difficult for traffic anyway at least take the complex trip planning out of it
I own a small business on 142nd and Stony plain Road. Any option that would result in our building NOT being torn down is preferable to me. A south alighnment with wider sidewalks means a potential for more Client foot traffic
Common sence. Why didn’t you put it on 107 Ave it would have saved a lot of peoples homes and saving business.
The most access for bus. & traffic for a smooth flow of traffic.
I hate the idea of the LRT going down Stoney Plain Road. Very destructive to the community! Why not go down 107 Avenue instead? Obviously would be far less destructive; 107 Avenue could better accommodate both traffic an LRT.
Access to the businesses, when one doesn't know where it's located - can still turn left. Parking needs to be available for those businesses.
Stony Plain road is a major east west traffic flow making only one lane will hinder traffic flow
like LRT stop at new location. #1 Need left turn lane. Not ready for that. Access to business from 100 Street in south not good. #2 Like option of street parking.
-Impacts on neighbourhoods -Impacts on west to east traffic tie up -Impacts on east to west traffic tie up
Courthouse access a lot of Legal Professional in area
All the options are disastrous. The impact on the neighbourhood will be negative and drive away business activity for many years.

Need to maintain traffic flow. If we make this a difficult drive, traffic will divert to alternate routes for Convenience. Left turn options will allow greater accessibility for all business, while maintaining traffic flow.
A waste of resources. Should be 107 Ave. Save the trees!
-Better traffic flow -Less impact to businesses
Stony Plain Road should stay 2-way to be LRT, pedestrian and automobile friend at ALL times of day
NONE GO BACK TO ORIGINAL DECISION RE STONY PLAIN ROAD V.S. 107 AVE
For Congestion & Bussiness growth
Not in agreement with a one way road.
Anything that will allow access to businesses should be considered
I don't understand why the Valleyline was not kept. It makes way more sensee than all the complications this plan is creating for people who rely on buses. Many many local residents will not be able to access the LRT because of the distance they have to walk. Please listen to the residents of this area!!
NONE of the above! Whichever option is Chosen, our Community, way of life and access are compromised or denied. This LRT is a massive waste of public funding. Your info session is just to placate the people and it isn't working! This is a total disaster and this LRT DOES NOT work here.
I want a plan that improves the walkability of Stony-Palin Rd. Additionally, I feel the chosen plan should reduce risk & traffic conflict. My ordering I feel reflects these desires. I will admit the desire is in the hopes that the area continues to develop in a walk-able fashion as opposed to the regular sprawl Edmonton tends to do.
1-Lest disruption - for people & enviroment - specially the trees 2-Cost - its not Councils money - its taxpaeyrs money - all the money the the city has already spent in the last 3 years has been a waste of taxpayers money - poor timing & wastful again!
no reason as it doesn't affect me either way

2 way should be the best
P opportunities for pedestrians crossing Stony Plain more numerous
Best of 4 poor options
Who chose Stoney Plain Road Use 107th Ave lots of Space No traffic issues
As a business on the south side of stony plain Rd, we want people to be able to turn left after seeing our business as the drive by.
The decision to go down Stony Plain is flawed from the onset. A complete Traffic Flow Plan for the entire route was needed & then the flaws would have been identified initially. 107 Ave from 156 st is the least disruptive to the quality of living in the communities that are being divided & losing the people friendly - walkable neighborhoods
leaving 2 lanes allows more flexibility for the future
None of the above. LRT on Stony Plain, regardless of option, is a great dis-service to the people who live in Canora & West Jasper Place, primarily due to the drastic reduction in stops. It's a LONG LONG way to walk to either planned LRT station, especially for seniors and people with children, or who shop SPR.
There is no benefit - only deterrent to the businesses along Stony Plain Road
I came in today with the belief of a one way option being possitive. After seeing the station move, the fact the train moves @ car speeds and stops at lights change my mind totally against the one way options. Business will suffer and landowners will struggle. There is no benefit for the riders.
Antiquated thinking
It makes little sense for traffic flow to have a single stretch of one-way traffic on a major road, but if it has to happen, the option to turn is important. But it's not clear that a road-level LRT on Stony Plain Road is workable at all - given the disadvantage to residents deprived of local bus service, and the access issues for businesses.
Convenience
- My current driving pattern is W on SPR (149-170); & E on 100 ave (170 - 149)

- left turns (opt 3) delay traffic & ↑ # of accidents. (which is why some courier companies have implemented no left turns) - it is not uncommon for major urban areas to have one-ways) - more more cars / faster (ie. those heading to Stony Plain, Spruce grove & acheson & Devon)
We like having 2 lanes of traffick going down stony Plain road. In the same direction
You are assuming these are the best alternatives and they are NOT!
Lest Bad of All
I have to focuse on placement. AND I am putting seniors "dis"ability or slower movement factors into play to avoid track injuries.
I am not ranking because I don't approve of this outdated system - not 1 person I know has anything positive to say about StonyPlain Rd Route -
One way traffic destroys a retail street - We need to support and revitalize businesses along Stony Plain Road
I have mobility problems and so could not study the displays for the above options. I have two main concerns - please see #5
I like the potential for off-peak-hours parking on northside. I like that it provides 2 lanes for west bound (after work) traffic heading to Lewis Estates, etc. I think it provides an opportunity for drivers to be heard as to their needs, while giving access via 100 Ave. for the south-side businesses.
I can't rank these options because none of them make any sense. This would all have been avoided had 107 Ave been chosen for the line!! The only problem would have been the traffic circle - but the city has threatened for years to remove it and it never happened.
Every option seems unreasonable! Can't rank them! Very serious impact to business accessibility which will force consumers to shop elsewhere
The 4th option has the greatest potential to create a liveable walkable area between 149 - 156 St. The future for this area is amazing if given the opportunity for street side patio's and markets!
none of the above use 87 ave!

- Option 4 allows for greatest growth in the SPR corridor. - Option 4 allows for Restaurants, patios, and other people friendly Developments. Well integrated with a low floor LRT system. - Reduction in turns greatly improves Pedestrian, and commercial Access to Developments for the visitor to the SPR corridor
None of these address the demolition of the entire business district both in terms of actual destruction of property and destruction of business revenue during construction
Do not like Approved 2-way option #1 or 4 but know can't rank all 5th but decided to since there is lots of traffic going westbound in pm rush hour, makes sense to have 2 lanes flowing along.
- keep traffic flowing since LRT stopping at the lights would not reduce travel time (LRT stopping at lights like taking a bus with fewers stops (bus route 100 has fewer stops than proposed LRT) - other options not feasible as all would impede traffic.
Will work best when 100 Ave is changed to one way east
You have chosen a route the majority disagree with. Please look at other options particularly 87 & 107 for more practical destinations & wider roads.
All options on St Pl Rd kill all business & impede traffic
You have not listened in the past 87th ave & 107 were the ideal routes
It's the only one that makes sense if I have to pick one
This would make walking the area easier Also will increase business. Found Belfast & Edinburgh easy to walk with LRT
Best for business & congestion
All options are very poor. However, Option 2 is the best of the bad when forcing a train where no LRT belongs. SPR is far too narrow & 149 St far too congested
All of the options will severely curtail retail business between 149 & 156

The ranking is only to fully complete this survey The survey should have included an option for "not in favour of this route". In order to reflect the full range of options. As it stands it asks us to choose between poor options without being able to "opt out".
So people still have options to get to the stores around especs they the stores that have been around for over 20+ years! Other wise If there isn't a two way people will not come to store location in fact lose business, the owners have a right that this is the best option so we can seill recieve good business and keep our businesses going
Business still has to function, this way we are still getting traffic (customers) from both directs
All the options effectively reduces the Stony Plain Rd to 1 lane, from 4 lanes.
I think two lanes should be maintained to allow cars to move efficiently westbound, with eastbound traffic on 100 ave. Left turn lanes will preserve access to businesses in the community
The original concept is desirable because due to the design of this train everthing will flow with the least interuption. Having one way traffic will only increase dangerous alley traffic.
OK with one way west bound for Stony Plain Rd. Would like to turn left off Stony Plain.
#2 seems to be the least disruptive making for the easiest traffic flow and the least amount of traffic backlog
I live on Stony Plain Rd & 134 St. & cannot see any benefit - the distance between stops is impossible (remembering we are a winter city). Dial-a-bus s not possible.
traffic volume and flow
Traffic is already going to be a disaster. The city has ruined commutes for drivers who live west of downtown and need to work in the city centre. Lanes have been taken away throughout for bikes. You are going narrow Jasper. Now stony plain is going to be reduced for LRT. I've ranked based in what I think will allow traffic to move as quickly as possible. Businesses along south side on stony can have access via 100 avenue. I would like to see two lanes westbound on stony, that move as efficiently as possible (no turning).
Best traffic flow giving consideration to local residents and businesses.

100 ave services east bound one way so Stony Plain road should service west bound one way. It has to be more efficient than two way or adding left turn for the minimal amount that turn left
Impact to commuter traffic
Why Stony plain road, via 104 ave again? Right easy
Better pedestrian infrastructure will benefit all users and contribute to a vibrant neighbourhood. What is the point of having mass transit if it is unsafe and a pain to get around once you've disembarked?
More amenable for cycling and walking
Do not support any one way option. Planners have not made a case for this approach.
I don't think reducing a major road like Stony Plain Road to a one-way street is good. Maintain the two way direction for west end commuters into downtown who already have the worst commute into and out of downtown of anyone in the city
Two through lanes with no left turns southbound will maintain traffic flow better.
maintaining vehicle flow alongside LRT
stoney plain road is the WRONG option
I do not think Stony plan road should be a one way street until you make 100 avenue a one way street.
Limits access to Stony Plain Road & reconfigures traffic flow.
Increases volume of traffic on 149 Street and 100 Avenue during rush hours.
All are very poor options.
Problems it creates far outweigh the benefits - limited access, traffic congestion, etc.
I will only accept the Approved 2-way concept plan because it creates the least problems in accessing Stony Plain Road.
One Way Option will cause too many problems trying to access SPR. Parking only available on north side of SPR during off peak hours. Business exposure only to west bound traffic. Larger traffic volumes on 149 Street and 100 Avenue during peak hours. Customers will avoid the area.

No access to Stony Plain Road from southside streets. Ambulance and Fire Dept. will have difficulty accessing southside of Stony Plain Road. They cannot access front of businesses from alley. Must park on LRT tracks on Stony Plain Road. Traffic congestion will increase considerably during rush hour (up to 900 more vehicles) on 149 Stt & east bound on 100 Ave. Will only be able to park on north side of Stony Plain Road during off peak hours.
The split (Option 1) would be dangerous
the one-way configurations will only INCREASE traffic in the area; we must do everything to make the stop around 149 St and SPR as pedestrian and cycle-friendly as possible.
turning vehicles slow down traffic
100 Ave is an effective Eastbound route and Stony Plain Rd should be westbound to improve overall flow. I would discard the need for a left turn at any street between 149 and 156
SPR needs to move traffic west; 100th Ave can move traffic east. Through streets on 152 and 153 Sts allow for movement of residents in the area. It is a balance between moving commuter traffic and keeping a neighborhood easy to run errands in.
I prefer a better pedestrian realm, and if the price to get it is a one-way street, I think I'm willing grudgingly to accept that.
Vehicle traffic can still flow on SPR and other arteries to downtown from the west end.
Make the area more pedestrian friendly. Urban renewal.
I personally think having the LRT there is a big mistake!!! You will ruin traffic for everyone! Why can’t we be like the rest of the world and build underground public transportation which won’t create problems rather than solve them?!
One way roads are just bad planning
The one-way heading east on 100th Ave is a nice route. It would be great for people commuting out of town to have another one-way heading West. I would also support having the one way all the way to 170th st
Dont want the LRT here regardless
It is a terrible idea to have the LRT at grade in this location but at least this way there will still be a lane of traffic which can move in each direction which will make it not a complete traffic nightmare

That was the deal. You cant change things so it can suit yourself You are a government the people rule
Having one way traffic west bound with a south-aligned LRT is just the lease horrible of all the horrible options proposed.
I dislike the whole idea of what your management has proposed. You are killing the community and making life impossible for the mothers with strollers, seniors with mobility issues and frail/handicapped people. Your goal was to get to Lewis Estates - so take the LRT down an area where it can go without destroying this settled area. Since you have been 'studying' this proposal since 2007 why did all this nonsense come up within the last 9 months - what did you guys do for 11 years? You could have actually visited the areas and seen what stupidity it would be to destroy this settled area with idiotic proposals! To deny entry into settled areas and businesses is against anything the city has promised both the businesses and the seniors. Shame on you.
STPR should not be used for LRT. 107 ave or 87 ave are the logical choice
For residents there will be less access to Stony Plain Road (businesses and services) including emergency vehicles but more general vehicular congestion, and greater distance between LRT stations, which will result in lower quality of life. A one way concept may be favored by motorists passing through.
None is truly suitable. It's difficult to distinguish the differences and this is a bad and biased questionnaire design.
One way options will kill the business areas
Need more active transportation/walkable neighbourhoods
the two way option is what the city originally promised the residents and is the only option that gives access to businesses on both sides of the street. I have been attending LRT sessions since the beginning and have serious misgivings about the route down SPR. Through the years residents have raised many concerns that have never been adequately addressed by administration who seems to be trying to find a way to force a disastrous route choice to work at all costs, rather than admitting the SPR route is fatally flawed and choosing a way that will be feasible and work best for the citizens.
Simplicity of traffic flow, least restriction to access on SPR to and from the south and more access to business on SPR south side including our important Jasper Gates shopping area and

also the Domo Station in Jasper Gates shopping area; lack of access for fire and ambulance services that could disrupt the LRT and traffic
One way options are not helpful.
Two way traffic is what people and traffic are used to. It allows STP to continue to be a "normal" street with activity on both sides. Two way traffic makes common sense. It is understandable to citizens and provides flexibility. One way traffic is all about trying to tease seconds off travel times. The last attempt at this was Administration's recommendation for a $300 million interchange at SPR and 149 street to shave a few seconds off car travel. Efficiency is not what makes public transit effective.
This will isolate businesses on and in Stony Plain road Area, making it difficult,next to impossible to access; as well problems for emergency vehicle access. There are valuable businesses that we would like to see survive and thrive.
There already exists serious congestion in the 149th-156th area, particularly 149th and 100 Ave. One way west would only magnify the problem. NOT ACCEPTABLE!
Too many problems running a one way down Stony Plain Road. Do not see that a two would work. I would prefer the LRT goes one block north between 149th and 156th.
A one way on that stretch of Stony Plain Road would severely impact the businesses along the stretch between 149 and 156 street. With no easy access to businesses it will be a matter of time before they are forced to go out of business.
City tax dollars have just been spent on upgrading and beautifying Stony Plain district and now the plan is to tear it all up. For those of us who occupy the south side of the street and are attracting great clientele, we are going to see our customers struggling to make their visits due to the heightened restrictions in traffic flow.
One way makes sense as 100 ave is basically 1 way the other way
First of all u should be talking to only the businesses and home owners.. not the people that are giving u money to get it going.. we have worked hard here trying to get stony plain riad ti be a great place and now u THINK u can just walk in and take over.. thanks for caring.. 100 ave would work better and no options above will not make stony plain riad better.
Did not rank, I don't believe any of these are suitable options.

The proposed route should be halted until a complete re-assessment is undertaken of the original approved South-West route from the University across the river west along the under utilized 87Ave west to the Lewis Estates.
I own a business on Stony Plain Rd
Businesses will be impacted negatively by this decision, and these are businesses that many residents use on a daily basis. Since this train route is not supported by the majority of residents in neighboring communities, we would prefer as much to stay the same as possible.
Important to keep access to businesses on both sides of street. Also possible traffic congestion in Crestwood if one-way option is approved.
East-west traffic, albeit somewhat curtailed, is necessary. Two-way traffic has been what motorists are accustomed to driving.
We need two way to allow for traffic flow
The one way access on stony plain road would be detrimental to the small businesses. Access would be limited and a deterrent for potential clients. People want accessibility and efficiency. I feel that those options would ignore what residents and clients would want. Not to mention how traffic would be diverted through the communities and schools zones in which people also ignore speed rules already.
One way option will make it difficult to access businesses on south side of SPR.
Too difficult to access streets with a vehicle.
Too complicated driving with limited access to streets.
More important to have 2 way traffic. If its going to be one way, then allowing for some turning lanes is important for access. However, having two lanes of traffic is more important than room for sidewalks which will always be used less than the cars on the road. The two lanes divided by the track is too comoplicated and likely expensive if it'll be anything like the track going down 111 etc.
Live in the area and feel change of how traffic can move in the area will be very disruptive
The LRT route has already limited access to different streets and this will make it even more difficult for vehicular traffic in West Jasper Place to access Stony Plain Road. Also, Emergency Services that is located on 100A Avenue will have difficulty accessing the businesses on the southside of Stony Plain Road since each street will be closed due to the LRT flanking the

southside of Stony Plain Road. Emergency Services will not be able to access the front of these businesses from the alleyway. A one way street will only provide on street parking after hours which does not help the businesses. Businesses are only exposed to traffic going west.
Limits access to Stony Plain Road for community residents by vehicle. Apartment dwellers living between SPR and 100th Avenue have limited access to their dwellings by vehicle. Emergency vehicles will have difficulty accessing businesses on the southside of Stony Plain Road since streets will be closed and they cannot access the front of these businesses from the alleyway. No benefit to businesses since street parking is only permitted on the north side of SPR after peak hours. Businesses will not have as much exposure to vehicular customers.

Are there considerations that we have not identified?
1. You should consider 1 track down SPR. The timing is not an issue as the station is at 156 St. The hold works in Clarview. 2. You have not presented anything but vague plans - where are pedestrian crossings on 156 St. Have you considered the school kids that cross 156 St. every day? 3. Is you plan really about eliminating business on SPR so developers can come in and tear down "history" for big new, crowded & ugly!!?
Traffic is going to be a mess regardless!! Just close Stony Plain and make it a pedestrian zone.
SNOW! How quickly will clean-up be done? With piles of snow can the lrt and vehicles make it down an already tight street?
Businesses House Owners and Apartment renters will be effected by the poor parking areas south of Stony Plain Road. Especially if there is restaurants. Jaywalking issues.
Please consider how this will impact resident on a daily base
Few emphasis on experience for people walking along, to and from the LRT stops. Where can they cross? Are there boulevard trees? Are there curb extensions? What does the walking route from/to the transit centre look like? Too many points about how do the lanes go for drivers, too little points about how would people walking along / using the LRT to be impacted.
Pedestrian crossings of St. Pl. Rd seem limited
To realize the full potential ridership, full service to a densely populated business & residential area, and full capability of urban-style, low-floor LRT PLEASE CONSIDER an EXTRA STATION b/n 156 St & 149 St. stations. A reasonable "giveback" to a region so affected by TOD impacts, & a population w. less resources than some areas (104 Ave has stops every 2 blks)
Yes - people still drive cars (contrary to what Mayor Iveson believes). What's widening the sidewalks going to do? Make more room for all of the homeless people forced out of the Ice District to walk on? Also, you are forcing too much traffic down 100 AVE. Why don't you try driving down 100 AVE one morning to experience what it's like.
Do you people even consider how taking such a major thoroughfare out of the equation will affect thousands of people each day?

Need more parking for the area, but not the on street / off peak type. The kind of parking shown between SPR & alley at 154 St. should be implemented at all intersectins. Would also like to see the northernmost portion of that space made available for patios, food trucks, pup-up vendors, temporary art installations.
> Population around the area, if LRT is in place, will there be buses that people can take to the transit center. > Compare to the original transit system already, will there be a big diff for people who is living in that area > Parking?? Is it true that I can only park @ Lewis farm?
Please consider adding another train station between 156 St. & 149 St. to pick up the apartment dwellers, seniors, immigrants & young families who do not drive. Thanks.
1 more stop between 149 & 156 St. As is, it may be too far for many people between to use - then system will be under used!
Cyclists
107 Avenue alignment more logical but WEM & U of A should have been served by 87 Ave to U of A directly. Big mistake using Stony Plain Road.
See #5 over the page
Not that I can think of!
Impact on existing tansit lines & the bus route redevelopment project. How does this impact east bound buses from Jasper Place on SPR?
Expropriate the south side of SPR & redesign for businesses without parking lots in the rear.
no vehicle traffic at all between 129 Street and 141 Street. "Glenora Central Park" speed bumps at 102 Ave to slow traffic
Your traffic studies are laughable. Please ensure that we have both West & East bound access to driving to & from downtown.
>inform public of the 100 Ave eastbound -t is an existing resource that is very functional
> can this one-way be extended EAST to ~ 124th? > save more trees

> less disruptive, destructive to Glenora, beautiful area
Make STP one way westbound to 170 St
Why not 107 Ave?
If two way in area west of 156 then the eastbound has to make right/left to go east on 100 Ave. Also causes jam at 149 with left & then right to continue east on stony Pl. Road.
Elevating the lines
Will bikes be permitted on SPR? Increased pedestrian traffic around stops: will this mean there ae x-walks or signaled crossings?
Why can't you use 100 ave and not impeed business. Go Back to drawing board
Transit - buses will not be going down SPR - have 3 Srs apartments - 60% of our dwellings are apartments - most ppl depend on buses - many immigrant families & young children - handicapped & Srs cannot walk the distance between LRT stops 6 blks. Jack Steumpl says ppl will have to move if they can't walk to LRT station. LRT is suppose to increase choices not force ppl to move!!
There is no access to public transportation on Stony Plain Road (SPR) between 156 & 149 St. with these plans. This is a long walk for many people i.e. people with young children, seniors, people with disabilities. Those wanting to go to the businesses on SPR will have to walk to access businesses in this area as there are no stops. Anyone buying goods would have to carry their purchases some distance. The one way options are worse than the original concept for traffic accessibility north & south of SPR between 156 & 149 Streets. Too complicated. Emergency vehicles would have delays to access some areas - they may have to block traffic on SPR.
There needs to be a better option than those presented. What are projections for hourly usage. They could change drastically depending on which option is chosen.
Parking for businesses along Stony Plain road... where will their customers park?
The business all along stony plain road will be kill. Some drawings showed bike lane which don't work for a winter city.
142nd Street. I would argue that there will be an increase in traffic along 142 Street as well as 87 ave, particularly in the morning. I think that time specific direction lanes should be considered. (Lanes that adjust traffic flow based on peak times. Adding more lanes into the

downtown area in peak AM times and more lanes leaving the downtown core in peak PM times.
Yes - where the snow goes, how to access the businesses from SPR, not the lanes. How do ambulances & emergency equipment get to residences if SPR is one way? What about parasitic parking in residential neighbourhoods? Where do the N/S buses feed into the LRT? How do people access the area between 156 & 149 without bus service if there are mobility issues. It is unconscionable not to be able to cross the tracks to access both sides of the street.
Decisions made from 124 St - 142 St. How are the lined up with all your new options
Frankly, I do not feel the city has the skills & expertise to properly design, plan, and execute major projects of this coplexity. This city-led engagement session is a classic example: signs explaining the options are confusing & the speaker is so monotone and long-winded that I have no better understanding now than I did before. If the city cannot deliver an effective engagement session, how can it possibly do the rest?
Yes, I do not approve of this LRT route. **The original from U of A down 87 Avenue to WEM was much more desirable. Gooing one way down stony will be confusing and undesirable. Less Buses. What happens east of 149 st. 2 ways-> very confusing.
I think there will be increased traffic through the neighbourhood
how will these options affect my area? It my understanding that the City is in talks to acquire the building im leasing from, but When? And how much notice will I be given ample notice to move? there is no mention of the 142nd area
Destroying and destruction of peoples lives homes, trees, and flow of traffic. As an elected person you should take on the same as a doctor. Do no harm. to a patient. Do no harm to your city. This will be seen as a scar on the city for sometime
Yes, the city of Edmonton has spent a total of approx. 32 mill. On reno's to Stony Plain Road. Now, the "powers in office" have made more money down the drain. Rip it up and start over. Meanwhile 107 Ave had been prep over 25 years ago for LRT expansion...homes destroyed, trees cut down and for what? Stop spending money like it is water down the drain. City of Edmonton now is going to do this all over again and Killing & scaring nature and 50 year old trees.
Save our trees!!! Cutting down all those mature trees is insane. City council and Mayor claim to be concerned with climate change and the environment yet they are in favor of destroying part of our unique urban forest!! Citizens feel this LRT is ill-conceived. We also feel these

ecisions were made years ago. These public meetings are merely a PR exercise. We feel you are not listening.
The distance between stops is too far for people to walk - esp. for seniors, mobility problems & cold weather/ice.
If there are no buses running on Stony Plain Road people with mobility problems will not shop at any of the business along there.
Impact on 107 ave. During the 102 Street bridge construction, traffic diverted to 107 ave. The traffic circle was very dangerous during that time. With 8 schools in the adjoinging neighborhoods, "school rush hour" caused major through cutting on 104 ave, and 144 street, in Grovenor. The Pedestrian lights became "passenger light's, and the neighborhood unspoken rule was if you were the first car at 144 st / 107 ave light, you jump out of your car to get the light to turn - many times children passnegers. I am concerned this will happen again. Bike lane?
Bike access from west end to downtown
Choose a different route. 107 Avenue makes more sense and it always did make more sense
Existing plan of east/west traffic with LRT down the middle is no different than making this a one way. One way traffic would make trips less confusing.
-Business impact. - Clean up the retail areas & rejuvenation
If auto flow is such a major consideration, then 100 Ave should be widened.
One lane both ways to keep W/E driving available Wider sidewalks for what purpose - businesses alogn route are not condusive to walking / bike traffic - Peepshows? Seriously? Pawnshops?
That we don't want the LRT there. If you are so sure we will want it - ask us. Do a vote / Referendum to get a temperature of the communities affected. You won't, - Council is too Chicken. But you should. Roll on Election DAY!
I do not see consideration for those taking regular bus - many are senior with physical handicaps - too far between stops LRT not needed here Not business friendly - or pedestrian

-What accessibility impacts would the above plans have on local communities? - What impact does this have on ETS lines in the area? - Is the accessibility of the businesses on the south side fully accessible with 100 Ave? - Would additional accomodations be available for those who lose mobility because of the changes to ETS because of the LRT?
Seniors, snow, cold, not a 24 hour city, bics, disabled, etc. Have not included 156 to 149 to 142 to 124, again chopped, incomplete information Lack of continuity
No
It looks like City doesn't know what to do with finances allocations - Sony Plain Rd between 149 & 156 Str have been just remodelled!? There is no common sense in all that design at all - every section is messed up with no logic and practical use. Most people attending meetings are against these designs. It's useless to make any more comments.
Should be on 107 Ave Make sidewalks narrower and put 2 westbound lanes + 1 parking lane
Lots
I hope & will lobby the Provincial Govt. not to fund this plan
we should not make irreparable concessions for automobile traffic & yet should allow for future flexibility
The great inconvenience of two stops so widely separated. Bus service is much much more convenient. * How about adding a third LRT station, between 149 and 156 St.
There should be only one track between 149 st & 156 st. It would allow for more parking and or more safe left turns.
You are trying to extend to new/recent development but you have not clearly considered the implications of getting there.
See comment above - there are better options - other wider streets (87 Ave or 107 Ave, for instance).

- you may have identified these but I just didn't see them? a) EMS vehicle access -> i.e.) if sidewalks are widened, will there still be enough space to move over if there are emergency vehicles b) snow - with wider sidewalks, will there still be enough room for all car lanes, even when we get snow & it's pushed to the side?
Where I want to travel from my property and the way I want to travel (means)
Why wasn't this run on 124th St. to 107 Ave down 142 St to save the beautiful trees? The trees on 124th are replaced every 3 years any way. This would save the character of the Glenora neighborhood and not reduce the tax revenue from the area. What will be done with the money from the cut down trees in the tree researve? Will the money go into the tree reserve?
How many Companies & Bussnessis are going to close down from Restricted Access
Sure, the fact that seniors & those with auditory issues might not be able to hear the timing points or "bing-bing" to get out of the way of approaching LRTs. And visual signals & lights should be expanded in size exponentially to improve visual acuity.
You are not considering the affects on Business in the area. Negative affects, with no compensation -
No
Making 100th Ave one-way eastbound in morning rush-hour would be a complementary plan to go along with this. Could be controlled by traffic signals that can be adjusted for lane direction depending on time of day. Eg. Morning rush - all lanes eastbound only on 100 Ave., then lane controls could be adjusted for both directions for rest of the day.
As stated above - 107 Ave should have been the route approved - but we were not given a choice. Also - nobody listens to the concerns of the residents of the neighbourhoods. We state our concerns but they are overlooked. Developers are the people who are listened to.
This LRT plan does not fit in this area. Too high an impact on residential lifestyle. Too high an impact on business. Too high an impact on safety. Too high @ taxpayers cost to change bridges, road layouts etc.

Ensure the consider the input of people who will be using the space in 20 years as much as the voices you hear today that will not.
- Taxi / Uber / Ride sharing pull offs, and other ped loading area for the local businesses especess people friendly businesses such as restraunts and Bars.
Why is this even going down a major artery, when you have 100 Avenue that could have accommodated it?
see back
- LRT bridge over 149 - can't please everyone - look what Calgary - Vancouver did to get their C-Trains / sky trains done to speed up travel
You have not identified the best route. Councillors & admin have to get Don Iveson to rethink this to get it right.
Keeping traffic flowing Not restricting business access
This will be a nightmare route There should be a test run for 1 year before this route is considered. Consequences & financial expenditures cannot be reversed
107 Ave should be the road used
What will be done to upgrade 100 ave as this will most likely be the eastbound route of choice
Moving the project to 107 Avenue
During construction easbound transit busses will likely use 100 ave from 156 to 149 St. Bus stops will be required on S. Side 100 ave. Parasitic parking will likely occur on all streets from 151 to 155 and on 99 ave
Leave it as is if our business have lasted over 20+ years let them last another 20+ years
"Leave as is"
Yes. The potential Impact on 156 to 170 St. Effectively will eventually Lead to one way with no gain to business, but Loss of traffic.

I would be concerned if a change in the concept plan resulted in a delay in construction. I very much hope to see things moving forward in 2019!
Traffic going downtown via 100 Ave should not be able to re-enter Stony Plain @ 149 st. All thru traffic should be rerouted to 107 Ave to city center. The area between 149 st to 142 st is mainly residetial exept @ intersections
I live next to West End Church in Summit Village. Would like to keep access to mall on 100 ave and allow for a right turn at 151 st. See diagram
Please restrict parking on Stony Plain Rd. as there is no room for it. Perhaps have a public parking lot north of Stony Plain Rd between 153rd st & 154 St.
Yes! Many have been presented - NONE have been given Serious Consideration!
even if no pedestrian crossings market what stops people from crossing the tracks maybe safety issue.
Do not see consideration for buses, business & children trying to cross Stony Plain Road.
moving the LRT to a different location altogether
In general the LRT should not run down the middle of our busiest streets but a block north or south, even closing a side road to traffic. In this case the route sould be from 149th, through the middle of jasper gates parking lot, then down the north or south side of 100 Ave. Also the new design standard of not allowing a combined through/left turn lane seems silly.
Why not leave the LRT alignment on the north side of SPR? it will be there for West Block and with the volume of people turning right into SPR from 149 st NB it seems like way less congestion as people can freely flow on SPR eastbound from 149. Crossing over 3+ lanes from 142 to 149 doesn't make sense. Move the traffic and LRT conflict further west to 156 when it turns south. 149 and 142 are too busy from south side traffic taking whitemud.
How insanely stupid not separating the grades at 149th truly is.
Why not move this LRT being rammed down the west ends ass to the 107 ave corridor?, simple easy wide road!
Cyclist infrastructure.
Enhanced parking on streets perpendicular to businesses
Yes. Needs of users, area residents, common sense

Why not use the corridor on 107 ave that is already in place to toute LRT through?? Will likely need to add additional lanes to 107 ave to accommodate increased traffic eastbound.
Removing all on street parking, there is plenty on side streets within a 1 minute walk to any of the businesses
move the LRT to 107 ave, it has the width tor it, and will have less NEGATIVE repercussions
I do not want bicycle lanes incorporated on major roads within Edmonton. The majority of people either use a vehicle or public transit for transportation in Edmonton. Adding bike lanes for a very small percentage of the population in Edmonton increases transportation cost and time for the majority of the city's population. Also, you can only use a bike for six months of the year in Edmonton. Therefore for six months of the year bike lanes have nobody using them. Meanwhile the majority of the population are expected to use less roads to get around Edmonton.
Placing the line at grade on Stony Plain Road also impedes access to 100 Ave and forces most car traffic to 107 Ave, which will become a bottleneck.
No
Apart from running it from Health Sciences along 87 Ave to West Edmonton Mall or along the stonewalled idea of 102 Ave this is the best route. Don't get discouraged.
Yes, you are soliciting feedback to mitigate "traffic flow and access impacts" but you only seem to consider cars as traffic. Pedestrians, cyclists, seniors with walkers and scooters, young families with baby strollers etc. do not seem to be considered traffic. Where is the bicycle infrastructure? How are you integrating the LRT stations with the McKinnon Ravine major thoroughfare for bikes going West? I believe that the 149 St stop should have a traffic circle like Dutch intersections have, or an underpass for bikes to go under 149 st. like the Finnish designs have. Everything you have proposed caters to the car as the number one way to get around. We have a fantastic opportunity here to integrate the river valley cycling routes (via McKinnon Ravine) with the recently built West Jasper Place wide sidewalks and store front improvements, but you are not building upon that good work. Start with people in mind, not cars and make every effort to lessen the traffic on 149 St and 100 Ave AND SPR by providing proper infrastructure to go with the LRT. The idea is to get people out of cars since they have other options, not cater to the car and try to appease those who will not look to the future, or their own need for physical fitness.
There are better routes that could be used.

All pros/cons seem to be about moving traffic. Consider the resident traffic, where someone may have 5 business to go to on a weekend or weekday morning in this area. These types of routes have to be considered as well, not just the convenience of those who live further from the centre.
The needs of non-car vehicles (bicycles, other human-powered vehicles) and the growing varieties of alternative personal transportation, like Segways, does not seem to have been accommodated, unless we accept that they deserve to use the road along with cars. And, if we accept that, and encourage it, then the one-way only options seem much less appealing.
Controlled directional flow on SPR depending on rush hour. One way east in the morning, one way west in the afternoon during rush hours.
Short cutting through neighbourhoods.
Underground public transportation!!!
Yes you have not considered the chaos and expense of going this route. Stony Plain Rd is an established road with many long time businesses. If this was going to be the route it should of been done 30 yrs ago not now. The McKinnonRavine was paved and cleared for a better traffic route over 40 yrs ago. Do not repeat the errors that Mandel made in order to appease his "friends"
No LRT through stny pln rd period!!!
Have grade separation for the LRT west line from 124 St. to Lewis Farms
Yes. Stop making up things as you move along. You have not identified those considerstions that you cannot be sneaky
We currently enjoy very excellent bus service. LRT service will significantly decrease the convenience of public transit use in this area, especially as the LRT stops are 7 blocks apart (149 and 156 st), instead of the four we have access to currently. So, what's the advantage of LRT? None that are easily identified.
You are asking this question NOW after supposedly 11 years of study - and you wonder why the public thinks you all are so uninformed and basically stupid? You haven't even thought about how many people will be forced to stay within their four walls and die because of this totally foolish upheaval of their lives in not being able to even get to necessary stores or businesses, medical needs, etc.

You probably have 107 ave and 87 ave identified, but for some unknown reason you are rejecting both. West Jasper Place is being treated as a poor second cousin again.
See additional comments.
From ~ 147 St ("angled' to 149 St) along 102 Ave through to 157 St or 158 St and south to the JP terminal or through the existing Butler Park. This will be cheaper and much less disruptive and fewer problems and achieves the same outcomes.
Other more cost effective let routes on 107 ave
Bike lanes
Yes. Change the route to 87 Avenue as was originally considered the only feasible route to the west end or possibly 107 Avenue.
long walk for some between LRT stations, wider sidewalk not necessary as there are options for outdoor patios such as roof top or alley patios or building insets to accommodate patios; some bus service is necessary for this area even if it is just one stop between 156 St and 149 St going east and west
Put the LRT underground from downtown to the West Edmonton Mall.
I was extremely disappointed that the City has not considered the implications to 100 avenue. Crestwood traffic flow is in jeopardy. Right now I can go north, south and west at the intersection of 149 st and 100 ave. Will I continue to have these three options? If 100 avenue becomes a major thoroughfare will there be short cutting through Crestwood?
It seems to be a lot you are hiding from people as you stumble in trying to force an LRT that is only needed in your own minds.
It would appear that many probable future issues have not been addressed in this study. Please consider the full effects on pedestrians, businesses to the south, extreme traffic congestion. For once, let's do it right the first time.
Has the feasibility of alternate routes been really studied: 107 avenue 111 avenue???
Easy access to south side businesses. If this isn't addressed customers will stop shopping and business will have to find alternative locations.
An above ground lrt

Handicap people have to walk long distances.. to get to stations.. how about the people who make stony plain home.. consider that.. NO ONE.. I MEAN NO ONE wants this.. so maybe listen to the people who pay ur wages..
Street parking for businesses, removing two way traffic with ability to turn left and right, create an option to reroute the LRT to preserve the urban forest! Save the Elm trees!
A complete assessment has to be made of the whole west end LRT Line, not just Stony Plain Road to 156 St.
You chose a road that is too narrow to achieve your goal, through one of the oldest parts of Edmonton and to make it work you will ruin businesses and tear down beautiful trees. I thought the plan was to revitalize the area - not to make it barren?
Analysis of the impact on adjacent streets & intersections such as 100 Ave
Just the diversion of traffic through communities and school zones. High traffic would impede safety in these areas.
If a fire occurs in a shop on the south side of SPR, the firemen may not be able to access the front of the store from the alleyway since most shops are linked together. Therefore the fire truck will have to park on the LRT tracks which could hold up the LRT for several hours.
Have the impact to the businesses on this part of Stony Plain Road been considered?
Not sure
Yes, there is a large concentration of apartment dwellers in that area that depend on transit. Many work in the big box stores and industrial businesses west on Stony Plain Road. LRT will not serve their needs. Stony Plain Road must accommodate buses. If you cannot accommodate transit, then remove vehicles from Stony Plain Road between 149th and 156 Street to ensure buses run on that route.
LRT stations are too far apart. Seniors, handicapped and immigrant families with young children cannot walk the distance. Must permit transit on SPR.

Do you have any additional comments?
The city bureaucrates & council have made a big mistake - Starting with the changes & decisions made by the city that did not honestly inform citizens of the true intent. Your idea ofpublic input has been to hold an open house, let people vent and do what you want.
I believe once the LRT is built it will be great for the community and the environment.
No
Pls. consider all comments provided by people. This is a massive change.
More emphasis should be placed on people using active modes / LRT. If all we present is number of car lanes, number of turning lanes, number of closed access, then all people would think about is cars. We should see where the crosswalks are, how wide is a wide sidewalk, where would new trees/street lights go, what does the stop look like with the business in the background, what is the new station catchment radius for people walking, etc.
Go back to the drawing board. Make a bridge crossing the river to get to the west end instead of destroying the mature fully established communities. [Re "We welcome your input": Really? I think you already have it all decided. You don't care what westenders want.]
Quit while you're ahead. We the west end taxpayers do not want this one bit. Find a route that won't DESTROY the west end.
I think there is a need to understand the population that is living in this neighbourhood. Understand their current mode of transit. Because seems like City didn't don't have much background regard to this area.
Allowing street parking at low traffic times is NOT my preference. It is not reinforced (parked cars during peak traffic) and when there is construction etc a bottleneck occurs
LRT is too expensive. Also update planning documents available on website. Much rhetoric & confusion could be avoided with clear communication of intentions.
Stony Plain Rd should be turned into a pedestrian Mall from 149th to 156th Streets. The traffic rerouted via 100th & 102nd. This would allow development of sidewalk cafes & a street market like many European towns and provide another focal point different to a mall or shopping area like Terra Losa being more intimate in nature.

I think its really important to create a balance that still allows access to businesses and parking - if we want to improve that section of the neighbourhood (less pawn shops and predatory lenders) then it must be an attractive and multipurpose option for businesses where customers can access by car, transit, foot and bicycle.
One-way traffic will also impact traffic calming initiating in residential neighbourhoods in the area i.e. streets that don't cross 100th Ave in Glenwood.
tough call
Projections are not real unless you actually try closing the roads. Your data is useless.
The best option is the current 2012 Concept Plan.
Best case would be to add the LRT and keep 2 lanes westbound and 2 lanes east. This is disappointing, I would now prefer that this not be built!
tracks south side & 2 lanes westbound is the way to go
> save our elms >don't destroy Glenora > I don't even live there - just sick about this crappy plan :(
What about tearing out some buildings in area of 155/156 and St. PL Rd to facilitate the turn south. Tear out building to help easboutn St. Pl Rd to turn south.
[re 1-way option #4: This is a very stupid idea]
Thank you for taking the time to present this!
Nothing to say
When SPR has commercial below & apts or condos above people who live there will have to walk to the stations. - It can be a long walk between the LRT stops. There needs to be some bus service between 149 & 156 St. Perhaps buses can parallel SPR on 102 Ave with spots that accommodate people who live adjacent to SPR (north & south)
I think more time is needed to think these routes through
The Stony Plain route seems the least desirable option versus 87 Ave & 107 Ave. What happened? Is city council really interested in the public's opinion…doesn't seem like it. Public consultation seem like a poor charade.

107 way better option! You are killing motorist & business with the one way option.
Please consider traffic flow more heavily. Computer models do not consider the natural flow which I argue will become 87 avenue and 142 Street.
Just admit the SPR LRT is a bad route and stop wasting any more money tring to make it work. I'm also tired of Councillor Knack putting the interests of residents of Lewis Estates above those who live along the route. People who want to get to post-secondary should be able to figure it out - move cloeer if necessary like the rest of us did. Or, make dedicated express buses from WEM to each post-secondary institutions.
No concederations for privet resadences. Now 1/2 block to to go east or west by buss. Your plan 2 1/2 blockes, eather way
1. City paid good money to a 3rd party for a study on best route, and Stony Plain Rd was distant third option. Yet city picks this option due to pressure from developers, ignoring report and ignoring pressure from citizens like me. So what's the point of this sesssion? 2. Ridership will not merit the cost NO MATTER WHAT. 3. Divert funds to developing core, not making it easier for people in the suburbs!!!
Edmontonians should be asked to vote in a plebiscite :) *Like Olivia Butti's thoughts & awareness
While I understand that this project is still in concept phases, I really wish I could get a Clear answer as to when I need to relocate my buisness. [please email me, I have a proposal for the city involving donating artwork for the 142nd LRT station]
Please go to Perth W.A. and investigate the transit system. They are the best! As my father was a doctor he would say Stop the Bleeding! This is coming out of our pockets.
Why does the city make the same mistakes all over again. This costs tax payers and it hurts our over all image. I was in Texas for 3 months oin vacation every time in conversations "I was from Edmonton" it was asked one of two things: Note these are Eng's 1. How many times does your city complete a project to destroy it? 2. Your city real does not carte about cost over runs. must be nice to have money to flush.
Don't cut down the trees! You are destroying our neighborhood and community. Also as an aside - Better regulations re: infill housing. It is the wild west out here.

The cost of this LRT for such a small ridership currently using the other legs. The impact thru the 149 St -> 123 st area - especially thru Glenora, which as large, beautiful trees & quaint homes. The LRT really splits the 2 Glenora areas / community apart (North & south of SPR) AND the traffic will divert to 102 Ave. Lack of bussing for the residents of SPR & Jasper Place. Also, the traffic on 142 St - is it guaranteed to be reduced? Not likely!
Move LRT to 87 Avenue
Still need bus on this route, that follows LRT, to allow Seniors & those with disabilities access. This is a high needs community. 6 blocks too far to the LRT.
from Meadowlark to Courthouse has to be available
I was at the August 22 2017 meeting with Eva Cheung. We asked direct questions regarding potential adverse impacts to Glenora and her responses were evasive, misleading and completely non-transparent. It is difficult to trust the City's representatives.
Do this right the first time! Consult / inform businesses in real time during construction peiord. I don't want to be surprised by day by day development during construction phase.
Cleaning up the Retail of SPR should be a priority too, less pawn shops & more Rejuvenation
Any plan that will end up affecting the Health bussiness in 156 street all the way to 170 street will Not be a good idea. Please consider Parkings & traffic lights North to south & the opposite from 156 -> to 170 str.
One way option greatly impacts traffic heading east - congestion on 107 Ave / options to head east from 156 are sub par. *consider traffic light on 136 St & SPR to turn left (east) out of community. Make sensor light to allow left turns when traffic waiting
I am all for anything that will minimize disruption to the neighbourhood, businesses, residences, trees (the "lungs of the city")
The video of transit abroad works because the streets are much wider. Edmonton streets are so narrow that any plan will cause traffic frustrations.
Change the Route. Ask the Communities that you propose to Run this LRT leg through. Ask us NO to cutting Down 1500 Trees!

The process of design interaction between LRT & local communities is challenging especially with regards to business & accessibility. I don't know if there is a good solution to all the problems brought up with the design, but thank you for engaging the community
All these recommendations encourage the in & out population Not build community spirit or unity [re wider sidewalks: very few people walk this area!]
is 145 st & Stony Plain Rd still a controlled intersection
Can this & start over - the legacy is lost so get it right. LRT is not working
I have, actually, almost no confidence that the city will get this right for the people it's supposed to serve. All the planning options seemed geared to satisfying politics rather than service people
The city needs to relook at this rushed plan for this leg of the LRT. Too many people, business are going to suffer with little benefit other than promoting urban sprall.
This whole model has an expired "best before" date. The LRT Valley Line is designed for the year 19890. This will be a legacy project but not a legacy anyone will be proud of. It is not too late to make a fresh start! Yes we need a functional transit system - this isn't the one that will work.
It will be absolutely vital to look after the local transit needs of area residents who currentlyu rely on the bus. Improved transit across the city is important, but so is local public transit, especially in relatively low income area like this.
- love the plans so far, thx for asking for feedback! :)
Work is needed to make councillors more responsive to voters
Was the cost of the trees considered in the original business case? How much extra would this detour cost?
What Plans do you have for Traffic on 156 & 149 st
- Why is Linda Cochrane getting a 2 yr. contract renewal? Especially as she has no idea what she is doing!

- The staff at Transops & Public engagement are quite idiotic. You don't "engage" the public. You just hold meetings & say what you are going to do.
100% agains LRT on Stony Plain Rd. It will affect my business on 156 St & Stony Plain Rd. 27 years in same location - considering closing the door.
- try to keep road right of way contained. Make it a complete Street with accesses to businesses. Maybe 100 Avenue should be a two way street all the way to 170 Street. Concerned about access restrictions for vehicles wanting to enter Jasper Gates Shopping Centre
There truly needs to be a stop by the Seniors' lodge on 159 St & 87 Ave. The 2 stops at the hospital & the north side of Meadowlark mall are too far in between for seniors to walk. Plans call for a 6-storey residence at the same site. You really need to look at a stop on 87 Ave by the existing lodge. The intersection at 159 St & 87 Ave is always busy. Not good to ask seniors to cross that intersection to get to the LRT. Please re-consider how many trees you plan to cut down. Surely the amount listed in the paper is way over-board. Replanting isn't the same as having mature trees in an area.
- removal of trees in Glenora - not good - getting in & out of our neighbourhoods - jughandle turns that will turn our resedential streets into busy thoroughfares - especially around school zones.
It still isn't too late to save tax money, businesses & residential lifestyle by reverting to using 107 Ave -> 156 St or coming west from U of A to 87 Ave.
This is an amazing opportunity to spur great Changes to a neighbourhood starving for revitalization. Very excited to see this move forward.
I am not expecting any changes to the city plan. This gathering is only to appears as though there is a chance the city is listing. JP is a poor second cousin & will never be accepted as an equal. Rubber tired system would be cheaper, more versatile & accepted. Use 87th ave not SPR!
Who owns land being purchased for this project?
It will be nice to finally get an LRT to the West End. - don't really like that it has to stop at lights because it fefeats the purpose of getting home faster - it will probably be same time as a car or bus.

- use the C-Train / Sky Train models to increase ridership due to reduced travel time
Please to not commit$2 Billion Look at BRT. Not one happy person at this meeting - furious the city will not listen
Should chang to 107 Ave Not as many business to be affected
A totally misguided plan. The mayor & council & civil servants should post personal bonds for the consequences they will leave behind.
I believe this is an antiquated idea. Tearing up streets and cutting down trees for a dear cost is ridiculous. The purpose is to reduce traffic, but this will occur because of self driving cars and other forms of technology. Instead of spending billions of dollars On an old method of transportation let's be forward thinking -> solar powered buses, self driving vehicles. The city made a mess of the NAIT LRT. They do not have the knowledge to contiue this process.
Build as quick as possible. This will help this area.
At meetings subsequent to the Stony Plain route being chosen we were told when suggeting the 107 ave route was better, that "the engineering is all in place". I heard this many times. This meeting seems to suggest otherwise.
Please reconsider the route
See #3 answer
the LRT is Death to businesses people who have been on Stony Plain Rd for years that help build Businesses there are now affected negatively.
This effects 550 business. Keep our road 2 way
I like the proposal to make SPR one way westbound if it allows a street level crossing at 149 Street and avoids raised or underground intersections for the WLRT.
Stick to the original plan if its not broken don't fix it.
Yes please keep access from 100 ave. to the mall. Please see diagram. We would like to be able to turn right off 100 ave into mall & onto 151 st.

Please, please, please do everything you can to allow cars to move. The city's focus in pedestrians and bikes and transit sounds great in theory, but I feel like the city has abandoned all logic when it comes to vehicles. I live less than 5km from my workplace in downtown edmonton, and have a commute time equivalent to people who live 2 and 3 times farther away...because I live west of the core. I feel like the city has no regard for drivers west of the downtown core. If I see one more biker NOT using the bike lanes out it everywhere at the expense of drivers, I may go crazy. Those bike lanes will be empty half the year, and aren't used by half the bikers on the road. And now you will narrow jasper so it looks pleasant for pedestrians, even though there aren't any for 6 months out of every year. I am so frustrated with the city's total lack of regard for drivers who have a commute from the west into the core. Communities like Laurier, parkview, and crestwood have been totally screwed. I'd be better off moving to a suburb than living in a mature central neighbourhood, based on how you've planned for drivers in those neighbourhoods. 149/stony, 142/stony, 104 ave, 102 ave and jasper are all a gong show. Bikes lanes, sidewalk widening, and transit are the focus everywhere. It's like the cit doesn't care at all about drivers on these routes. The answer seems to be - double your north bound drive so you can use 107ave or 111 ave, and double back southward when you get into the core. In other words - double your commute distance. Madness. Do any city planners live in Laurier/parkview/crestwood? I presume the answer is no.
I consider the SPR / 100 Ave dual one way similar to Gateway and Calgary Trail on the south. Keep the LRT alignment on the north side of SPR as noted above.
Please don't put this LRT out to westend until way after the gong show going out to Millwoods has had a chance to operate for a couple of years, to see the viability of this above ground running with traffic LRT.
It would be regretable if the City of Edmonton drags this process out. Decisions need to be made despite some residents objections. If history serves, money for large, public infrastructure projects can vanish with changes in government. I bought in the Grovenor area 8 years ago with the promise of easy access to LRT - still waiting.
Ned better explanation of the plan and rationale.
LRT and public transit do not solve all problems for commuters. Some of us have to drive because our kids need to be dropped off/picked up from school, daycare, etc. Ruining the roads for people in the west end who cannot use public transit is a terrible idea. People who live in the west end already have the worst commute into and out of downtown of anyone in the city.

Change the route, planners have failed to learn from metro line, failed to apply those reasons to the valley line and are now doubling down on the mistakes with the stoney plain option MORONS
I notice in one of the picture for the LRT there were bike lanes. I believe that the bikes lanes do nothing but slow down the majority of the population that either uses a vehicle or public transit for transportation.
The alignment should go south on 142 St to 87 Ave and avoid the narrowest portions of Stony Plain Rd while leaving 100 Ave intact.
This train is being built to reduce the number of cars going into downtown. Don't bend backwards too far for drivers! Also as a motorist I NEVER stop on Stony Plain Road. With the LRT I might!
Yes, about the physical arrangements for the meeting. Never ever place a barrier like the display boards between the speaker and seats and the other area of the hall. People could not hear the speaker/planner's presentation at all, what with all the loud talking behind the display boards. The speaker should have noticed it and made an announcement to bring the others forward to listen. The audience was extremely frustrated and could not hear. I did not stay for the questions. Please know that how you configure a room has a huge bearing on how well you can run a meeting.
I would have preferred 107th street, but that is mute point now.
No
Thank you for taking the time to consider the one way proposal
There is a golden opportunity here to truly de-prioritize cars in what used to be the heart of Jasper Place. I would love for this opportunity to be grasped, rather than have it be watered down yet again in favour of car-encumbered business-as-usual.
Please build underground public transportation!
This questionnaire is rigged in that it diesn’t allow you to give a viable solution only lets you pick from flawed options that no one except council wants
None
Send LRT along Whitemud as orinally planned!!!

Have grade separation for the LRT west line from 124 St. to Lewis Farms
Yes Get some honesty in your positions
If the city had any integrity, it would be "man enough" to admit that Stony Plain Rd is a terrible option for LRT service, and that this part of the LRT project, more than any other, is driven solely by politics, not the practical needs of residents.
All the wasted money that went into this from all the public taxes and the output is this absolutely idiotic proposal which the majority of the public has stated they are against it. WHY CAN'T YOU LISTEN??
While the West Valley Line (WVL) is ostensibly a 'fait accompli', has the option of electric buses been fully explored and analyzed? The 2016 electric bus feasibility study was a great start. An Asian city like Shenzhen with 12 million population has been constructing metro lines since 2003 and has a fleet of about 16,359 electric buses. In my simplistic take on maximizing existing roads, public transport flexibility and improving city air quality, electric buses seem to be a solid solution. Even at a million $ per bus, the current projected costs of the WVL would surely surpass that of buses and their concomitant infrastructure.
THIS IS A HORRIBLE SURVEY!
Swing the lrt north over groat road and then west on 107 ave
Stop trying to make force a bad decision to work and find a route that will justify the huge expense of an LRT and be used. Wait until the Millwoods section of the Valley line is functional until the rest of the line is completed to see how the low platform LRT actually works. We do not need another Metro line fiasco.
There are already many changes in dealing with the LRT along SPR and additional changes such as one-way options are even more restrictive for people living and working in the surrounding area
it always worries me that an option that wasn't even on the radar is now being pushed. The City seems intent on alienating communities to save a few seconds.
This may be the worst planned project in the City of Edmonton ever.
HORRIBLE IDEA. u are gonna lose mom and papa shops that have made this home.. please really think..

Thousands of homes and businesses have been approved in the west without one road improvement to move traffic downtown and to the University. In fact, completion of the road through McKinnon was halted as well Keiller road was closed.The Anthony Henday Freeway was planned as the OUTER ring road to move traffic around the city. We now have thousands of people living west of the freeway, but NOT ONE new or improved road to move people east or west.
Make the train work with things exactly as they are now (trees, roads, etc), or move the location of the train if you are struggling to make the limited space in the oldest area of town work. You should be making this questionnaire available until the end of September - not the middle of August. The lack of time for public consultation is a bit shady and does not help your cause.
The 90 degree turn on 156 Street for the LRT must be changed back to the angle turn. This is a major intersection for traffic accessing SPR. Businesses west of SPR depend on vehicle traffic for their customer base. They will lose 1/3 of the drive thru vehicles since traffic going north on 156 Street will not be able to turn left or go west on SPR.
No
Hi, After reviewing the current proposals I have the following recommendations: 1. Of the proposals I believe the '2 thu lanes' for westbound vehicles on Stony Plain Rd is essential. I think that no possibility of a 3rd lane is very shortsited! The option of 1 westbound lane is absolutely rediculous, as only Stony Plain Rd is a direct arterial westbound out the city. If the commercial area wants more sidewalk space - then the LRT MUST be relocated - perhaps to 100 Ave in that area. CREATING A BOTTLENECK from 156 St to 149 St is not wise! 2. I think that - if the LRT is going to go 'share the road and intersection' at 156 St & 149 St that the LRT should be raised like it is in may places in North America. How many vehicle lanes will be left on the bridge going over Groat Rd? The people in the Glenora area do not want the LRT to 'share the road' there either. Get it up off the ground! It can't be that much more expensive. It will be an investment for the future in that area, and for everyone in the west end 3. My husband & I think that the 100 Ave eastbound roadway should be able to continue east past 149 St and then rejoin Stony Plain Rd eastbound past the senior's complex.

4. While this question may not be within the scope of the 156 St Project - When will there be no parking just west of 124 St on the south side of 104 Ave to allow for 2 lanes of traffic to enter the downtown area? If the city wants to retain that parking in off hours — The intersection & roadway MUST swing north at 104 Ave & 124 St. Right now, when we are trying to get to events in the downtown area the parking on the south side of 104th Ave (close to 124 St) creates one lane traffic much further back! Such driving conditions do not exist in this city from any other direction this close to downtown!!

5. The route that many of us from the very west end (via east on Whitemud Dr., N. onto 156 St, E. onto 87 Ave, N. onto 142 St., E. on StonyPlainRd, NE onto 104 Ave) should be labeled as an arterial and either have some true left hand turns added or eliminate at least every other left hand turn from 87 Ave between 156 St and 142nd St. Pedestrian overpasses should be planned to go over 142 St close to Parkview school, and one on Stony Plain Rd where the parents seem to be concerned.

6. I think that Stony Plain Rd between 163 St & 170 St needs to be maintained as 2 way traffic for the future.

Two other aggravating issues exist for me.

A. Travelling eastbound on Whitemud Drive we have to go through the 170 St lights to get to 156 St where we have to go thru another set of lights. Whitemud Freeway is not a freeway. I recommend that the vehicles travelling south & then eastbound from 170 St could easily stay right on the Whitemud Drive service road, and then either turn left at 156 St or continue straight through the green lights at 156 St.- onto Whitemud Freeway. No where else in the city do vehicles on a Freeway have to get off the Freeway & go through an excessive long light - while the traffic from 170 St gets the free-flowing access!!!!!

B. At the SE loop of AHDrive & Callingwood Rd - a dangerous situation exists! The vehicles coming from the west have to yield to the vehicles from the East on the outside of the loop. Drivers from the west have to get into the ‘outside’ lane while looking backwards in their rear view mirrors!! In my opinion, it would be much safer for those from the west entrance to this loop to continued on the inside as the drivers from the more eastern entrance could just look straight ahead and merge into the inside lane. I think my recommendation is a ’safety’ common sense recommendation. I have seen several near accidents. This is unnecessay. The

few trucks that might go on that loop could always signal to go around on the outside of the loop. Improvements such as these would make it much less stressful for us to get downtown. City Planning needs to think about destressing the transportation routes in our city instead of increasing the stress levels.
I support the 2 way concept the original
I support the original 2 way System.
I am extremely concerned that the LRT will not draw the passengers and will create so many traffic problems that people will avoid this area altogether. This in turn will have a negative effect in attracting redevelopment.
I attended the July 26 meeting although due to a prior commitment I couldn't stay for long. Nonetheless I want to pass on some comments. First I'm surprised the City decided to hold "consultations" during the summer. I've run consultation processes and we would never choose the summer months given that citizens are on vacation and normal people are trying to enjoy the summer and not think about government. I called a person associated with my community league and he was unaware of the consultation on a one-way SPR and the survey. What's more only one Councillor showed up for an issue that will shape west end traffic for the long term. Perhaps the other councillors didn't get the memo or already know the outcome. 1. City has Singular Focus Rather than Holistic I asked one of the City staff to show me a map of 100th avenue and the resulting implications of a one-way Stony Plain Road. I was told they haven't done any work on the implications to 100th avenue. I just don't know how the City can look at the one without the other? I want to know the implications on 100th avenue of whatever happens to SPR. What is going to happen to my ability to get in and out of Crestwood. The intersection at 149 street and 100th avenue is challenging right now but thankfully it works. I can go north, south and west when leaving Crestwood. Will my options to go in all directions continue? No one from the City could answer that question. My concern is that Crestwood will become an island that is hard to enter or exit.

I also asked about traffic short cutting through Crestwood if 100th avenue becomes busier. Same answer: this issue isn't on the City's radar.

2. Bias to Efficiency Over Common Sense

I got the impression that the City believes that efficiency is the key to public transportation. I still have a hard time believing that City administration recommended the $300 million interchange at SPR and 149 street to save a few seconds for car traffic.

The talk I heard at the July 26 meeting was all about how a one-way SPR might tweak seconds off the LRT trip through SPR and how one-way could help the LRT manage intersections.

I'm of the view that public transportation is less about efficiency and more about ease of access, understandability, reliability and connection with communities. One –way roads don't have much of a bearing on these issues.

Two-way streets are what people are used to. They make sense to real people. It is easier for businesses and shoppers.

Sidewalks

Another issue was width of sidewalks. I wasn't able to stay and hear what the City had to say. I walk along SPR and have never felt that the width of the sidewalk was an issue. Isn't the width of sidewalks along SPR the same as Old Strathcona? Is the City considering a shared pathway with bikes? I saw this in Sweden. In my view sidewalks don't create walkability: Interesting places to visit generate walkability.

Conclusion

I hope these thoughts contribute to the process. Too bad I wasn't able to stay for the whole meeting. Perhaps I missed some points because I wasn't able to stay for long. My key concern is 100th avenue and getting in and out of Crestwood. Thanks for the opportunity to respond, lucky I wasn't on holidays.

Hello,

I am writing with deep concerns with the recent proposal for the "one way west options" for the section of road on Stony Plain Road from 149 Street to 156 Street.

When the West LRT planning process was begun, a two way traffic concept with transit and LRT was presented. This is the plan that I support.

The affected area is part of the West Jasper Place Stony Plain Revitalization Area where much City of Edmonton funds were investedover multiple years with the goal of promoting the businesses and community in the area along Stony Plain Road. The newly proposed one way plans would be detrimental to the progress and improvements that have been made.

The one way concepts would prohibit traffic, restrict consumers with mobility issues (senior, handicapped) from shopping in the area by replacing regular placed bus stops with the LRT stops that are up to 7 blocks apart. As well safety is affected by limiting access for emergency vehicles. What would happen if an emergency vehicle has to park on the LRT line to acces a building. The LRT transit back up would be horrendous.

Also, the ramification for traffic at 149th Street and 100th Avenue intersection would create more congested in an area that is already very busy.

Thank you for your consideration.

Appendix 2 – Comment Form

Exploring Stony Plain Road 1-way options

Valley Line West

Lewis Farms - Downtown

Edmonton

Feedback/Comment Form—Public Engagement Session July 26, 2018

We welcome your input!

The approved concept plan (two-way arrangement) and the one-way options for Stony Plain Road between 149 Street and 156 Street will be reviewed further. Network implications will be taken into account, and public input will be considered. A recommendation will be prepared for City Council consideration in Fall 2018.

1. How would you rank the options in terms of suitability for the local context and future needs?

Options	Rank (circle one)				
Approved 2-way concept plan	1st	2nd	3rd	4th	5th
One-way option #1: Two westbound lanes divided by LRT ("split") - Note this option is not recommended due to complicated traffic management and safety	1st	2nd	3rd	4th	5th
One-way option #2: LRT south alignment, two through lanes	1st	2nd	3rd	4th	5th
One-way option #3: LRT south alignment, one through + one left turn lane	1st	2nd	3rd	4th	5th
One-way option #4: LRT south alignment, one lane + wider sidewalks	1st	2nd	3rd	4th	5th

2. What is the reason for your ranking?

3. Are there considerations that we have not identified?

(Continued on reverse...)

Feedback/Comment Form—Public Engagement Session July 26, 2018

...continued

4. If a one-way arrangement is selected for Stony Plain Road between 149 and 156 Streets, it may trigger further network considerations such as extending the one-way operation to 170 Street, or modifications to 100 Avenue. Does this change your view on one-way operation between 149 Street and 156 Street?

5. Do you have any additional comments?

6. About you... (please check all that apply)

Property owner ☐	In SPR business area ☐	Between 149 St—156 St ☐	Outside 149 St—156 St ☐
Business owner ☐	In SPR business area ☐	Between 149 St—156 St ☐	Outside 149 St—156 St ☐
Live in area ☐	Community name:		
Live outside area ☐	Community name:		

7. How did you hear about this session? (please check all that apply)

Newspaper ad ☐	Roadside sign ☐	Email ☐	Facebook ☐
Twitter ☐	Downtown newsletter ☐	Community League ☐	City Engagement Calendar ☐
Other (specify):			

Thank you for your feedback!

- For ongoing information please visit our website: edmonton.ca/valleylinewest
- Contact us at LRTprojects@edmonton.ca or leave a voicemail at our message centre: 780.496.4874

If you would like to receive email updates on the Valley Line West LRT Project, including a summary of what we heard in this session, please provide your email address below:

This information is collected under the authority of section 33(c) of the Freedom of Information and Protection of Privacy Act (Alberta) (FOIP Act) for use in connection with the Valley Line LRT Project. This information will be collected, used and disclosed in accordance with the FOIP Act. If you have any questions about the collection of this information, please contact the Director of the Office of Public Engagement, 1 Sir Winston Churchill Square, Edmonton, AB T5J 2R7, 780-495-0395.

Appendix 3 – Information Displays

Welcome!

Valley Line West
Lewis Farms - Downtown

Edmonton

Public Engagement Session

Valley Line West LRT will play an essential role in connecting Edmonton's communities, and we are working to have it ready to go as soon as funding becomes available for construction.

Input during previous engagement suggested the project team consider a one-way arrangement for Stony Plain Road between 149 Street and 156 Street as a possible means of mitigating some of the traffic flow and access impacts in the area.

We have prepared some options and welcome your input.

Purpose of this engagement

Valley Line West
Lewis Farms - Downtown

Edmonton

Project input opportunity

- **Consult:** Obtain your views on options, developed in response to previous input, for a possible westbound one-way roadway arrangement on Stony Plain Road between 149 Street and 156 Street.

Your input will help in the preparation of recommendations to be considered by City Council in Fall 2018.

PUBLIC ENGAGEMENT

OUR PROMISE

This is our city.

We value your input on how we maintain, grow and build Edmonton.

We believe engagement leads to better decision making.

We are committed to reaching out to our diverse communities in thoughtful and meaningful ways.

We want to understand your perspectives and build trusting relationships with you.

We will show you how you help influence City decisions.

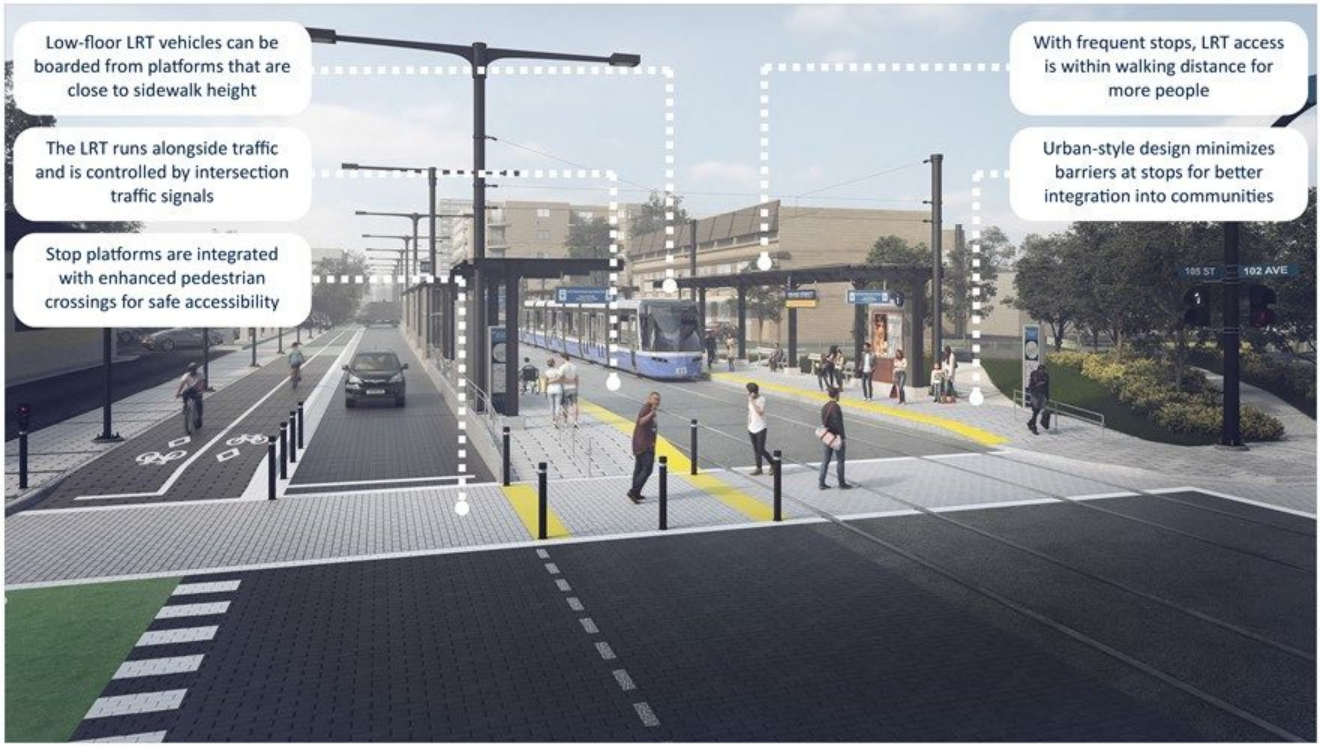
Share your voice with us and shape our city.

Area of focus
Valley Line West
Lewis Farms - Downtown
Edmonton
Location highlighted in this session
Stony Plain Road between 149 St & 156 St
Options for possible westbound one-way arrangement for the road in this segment
LEWIS FARMS
87 AVENUE
ALDERGROVE / BELMEAD
WEST EDMONTON MALL
MISERICORDIA
MEADOWLARK
156 STREET
JASPER PLACE
STONY PLAIN ROAD / 149 ST
GROVENOR / 142 ST
GLENORA
124 STREET
BREWERY / 120 ST
THE YARDS / 116 ST
MACEWAN ARTS / 112 ST
NORQUEST
ALEX DECOTEAU
GLENWOOD / SHERWOOD
STONY PLAIN ROAD
NORTH SASKATCHEWAN RIVER

Background

Valley Line West
Lewis Farms - Downtown

New urban-style and low-floor LRT



Rendering of a typical Valley Line LRT stop (pictured: 105/106 Street Stop at Alex Decoteau Park)

Where we are in the process

Valley Line West
Lewis Farms - Downtown

Edmonton

Strategy | Concept | Where we are today **DESIGN PHASE** | Build | Operate

Timeline

2008:	City Council approves planning criteria for future LRT
2009:	City commits to urban-style LRT to enable better fit into neighbourhoods
2009:	Council selects Valley Line West corridor, from list initially containing 15 options, as best supporting redevelopment opportunities, encouraging density and achieving a more compact urban form
2012:	City Council approves Valley Line West concept plan
2013:	Preliminary design completed
2016:	Public Transit Infrastructure Fund support provided to review preliminary design and prepare Valley Line West for procurement
2017:	Review of Valley Line West preliminary design

Ongoing

2017-18:	Review public input & complete review of preliminary design
2018:	Recommendations to City Council
2018:	Complete procurement-readiness

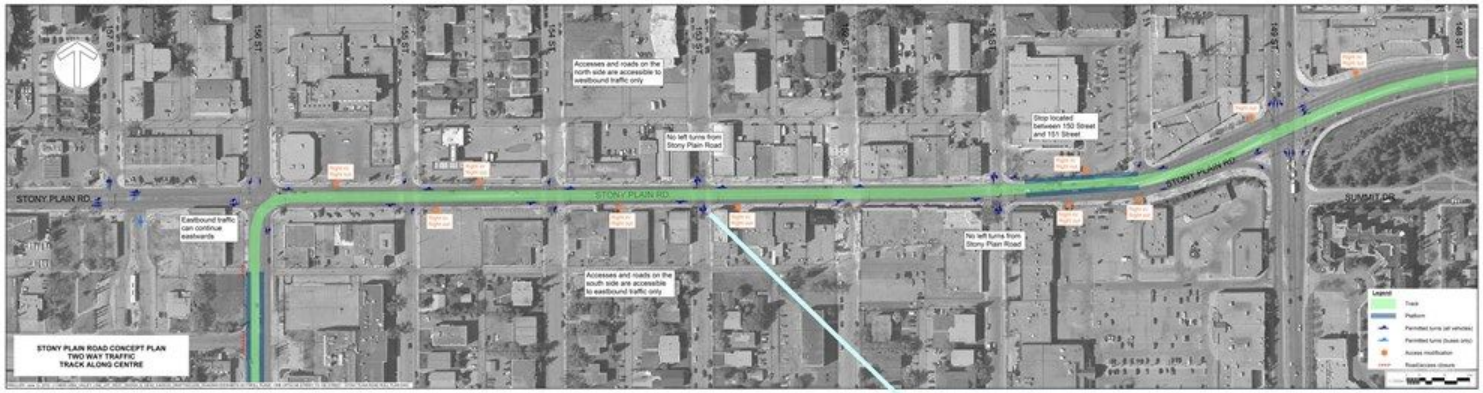
The following steps are subject to funding

2019/2020:	Possible start of construction
2025:	Possible start of operation

Existing Plan (2-way)

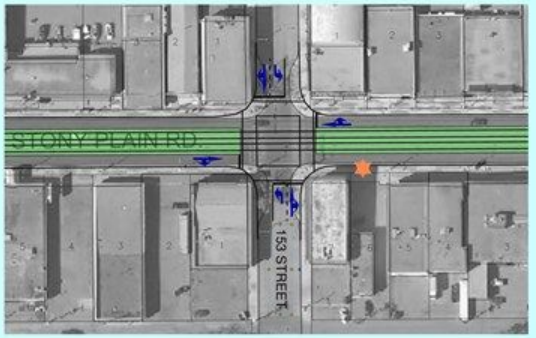
Valley Line West
Lewis Farms - Downtown

Approved 2012 LRT concept plan*



Description

- The Valley Line West concept plan approved by Council in 2012 provided for two-way traffic on Stony Plain Road
- This arrangement provides right-turn access to properties and businesses
- However, due to limited roadway width, it is not possible to include turning lanes to permit left turns from Stony Plain Road

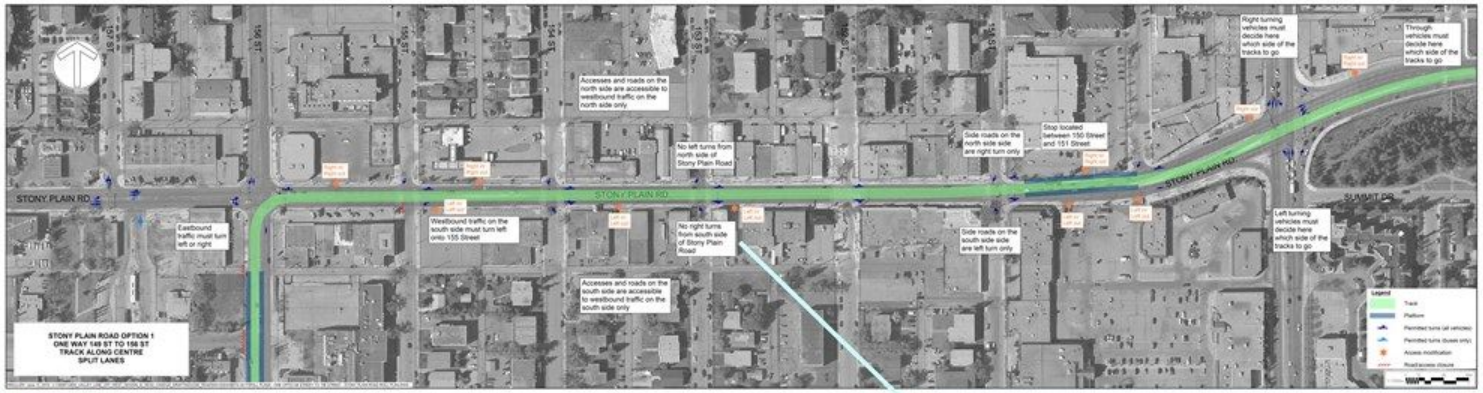


*Amended in 2018 to provide a 90-degree turn for LRT at Stony Plain Road / 156 St intersection

One-way Option #1

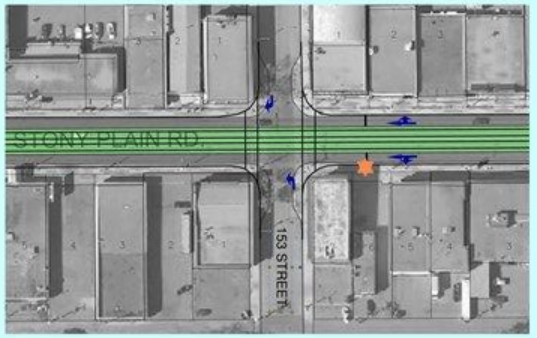
Valley Line West
Lewis Farms - Downtown

"Split" option (*NOT recommended*)



Description

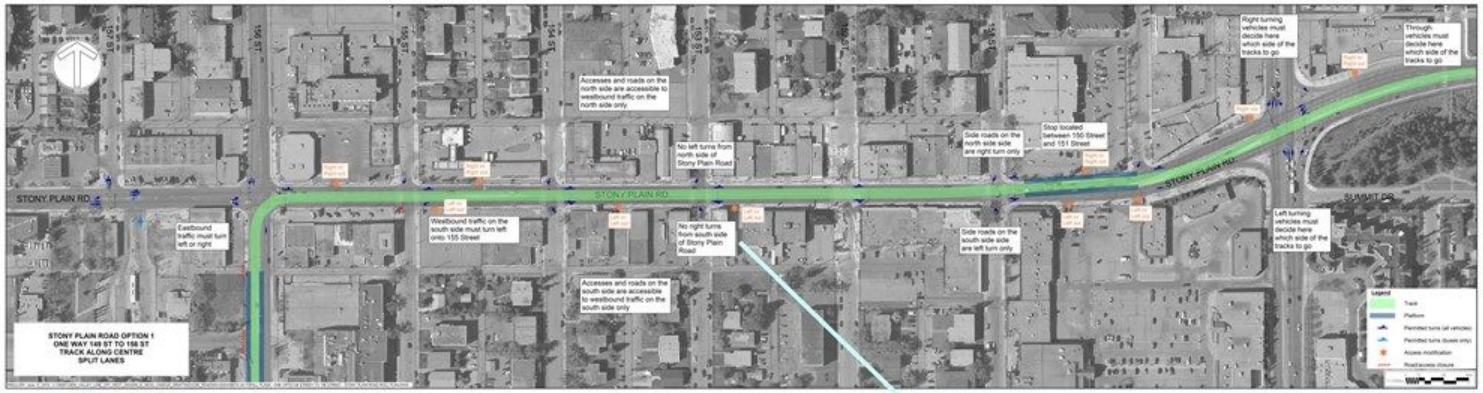
- In public and stakeholder engagement, a one-way "split" option was suggested for the 149 St to 156 St segment
- LRT would continue to run down the centre of Stony Plain Road, but both lanes of the road would run westbound.
- This would allow direct access to properties / businesses on both the north and south side of the road
- Signalized pedestrian crossing of Stony Plain Road available at each intersection between 149 St and 156 St
- This option is not recommended due to safety issues and complexity of traffic management



One-way Option #1

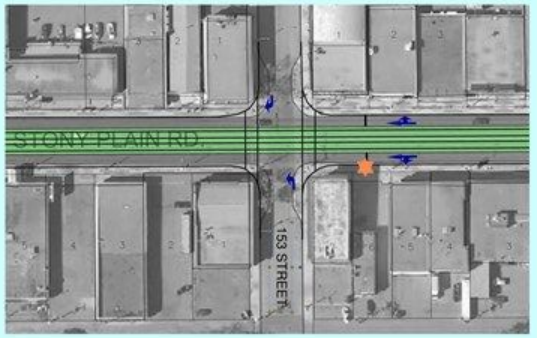
Valley Line West
Lewis Farms - Downtown

"Split" option (*NOT recommended*)



Considerations

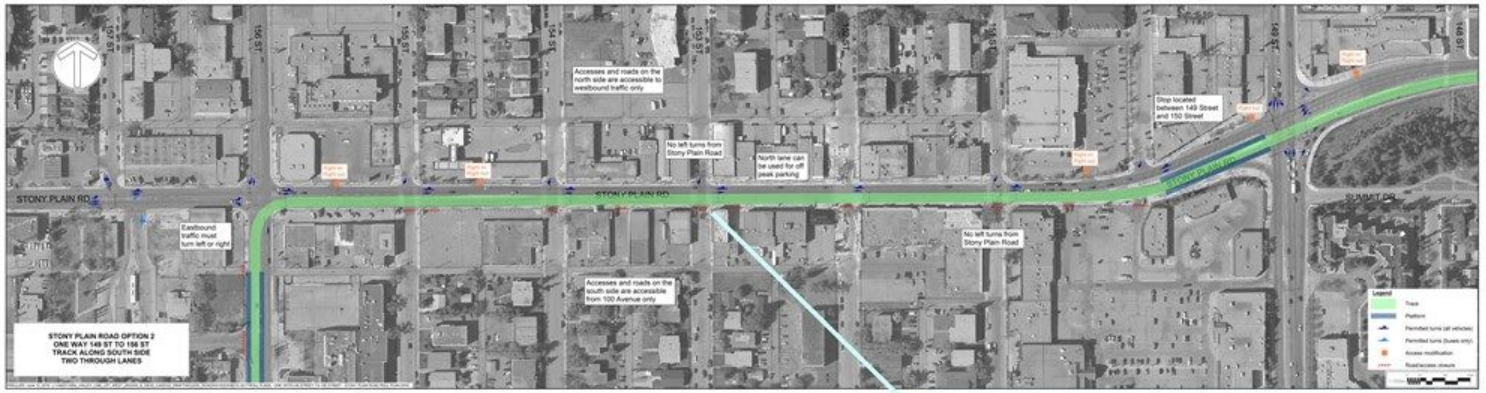
- Unconventional design - potential confusion for drivers
- Drivers need to know and commit to destination in advance to get into appropriate westbound lane on Stony Plain Road
- Complex intersection designs, particularly at 149 St
- Provides vehicle access from Stony Plain Road to adjacent properties, but no opportunity to cross tracks to opposite side of the road
- Centre-running LRT will have overhead streetlights in the middle, off the sidewalk, thus creating more open pedestrian zone on the sidewalk
- Land requirement same as 2-way concept design
- The south side westbound lane is required to turn left at 155 St



One-way Option #2

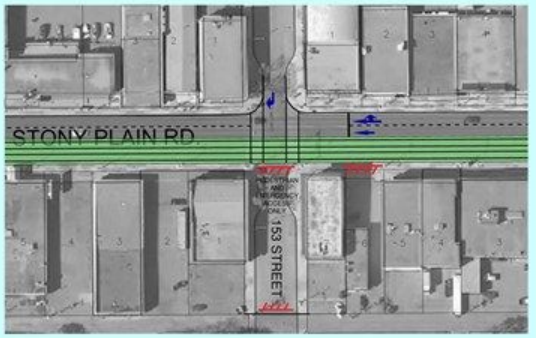
Valley Line West
Lewis Farms - Downtown

LRT south alignment; 2 through lanes



Description

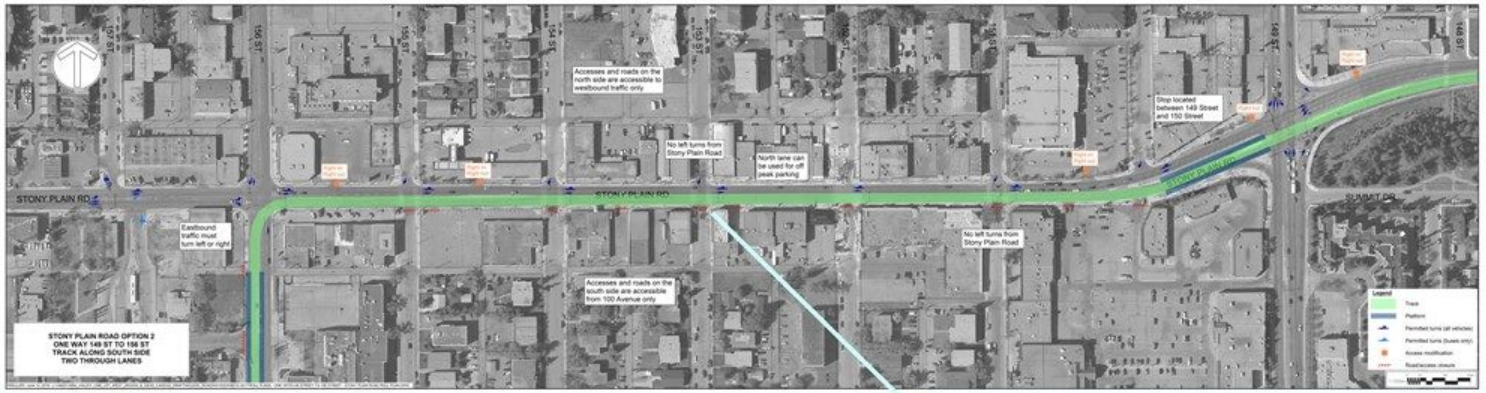
- LRT stop shifts one block east
- Two westbound lanes along the north side of Stony Plain Road
- No westbound left turn movement at 156 St
- No vehicle crossings of tracks between 149 St and 156 St
- Signalized pedestrian crossing of Stony Plain Road available at each intersection between 149 St and 156 St



One-way Option #2

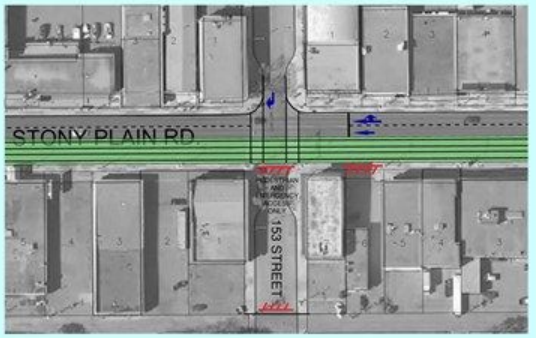
Valley Line West
Lewis Farms - Downtown

LRT south alignment; 2 through lanes



Considerations

- Opportunity for on-street parking along north side of SPR in off-peak periods
- South side business delivery access via 100 Ave
- South side vehicle access to Stony Plain Road would be closed at 151, 152, 153, 154, and 155 St, except for emergency vehicles
- Reduced property requirement due to adjustment of the trackway and LRT stop location around 150 St
- Overhead Catenary System with streetlighting located along south side; separate streetlights along north sidewalk



One-way Option #3

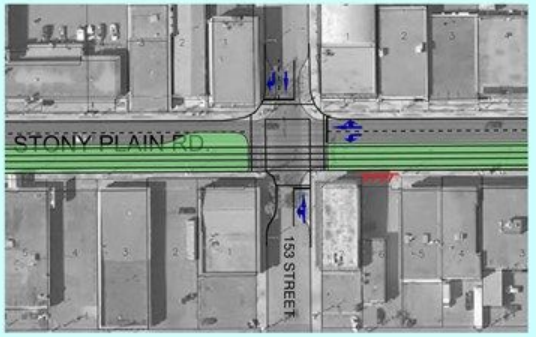
Valley Line West
Lewis Farms - Downtown

LRT south alignment; 1 through & 1 left turn lane



Description

- LRT stop shifts one block east
- Two westbound through lanes between 153 St and 156 St (no westbound left turn movement at 156 St)
- Signalized vehicle crossings of SPR available at 151 St and 153 St
- Road closures required for every street south of SPR, except 151 St and 153 St
- Signalized pedestrian crossing of Stony Plain Road available at each intersection between 149 St and 156 St



One-way Option #3

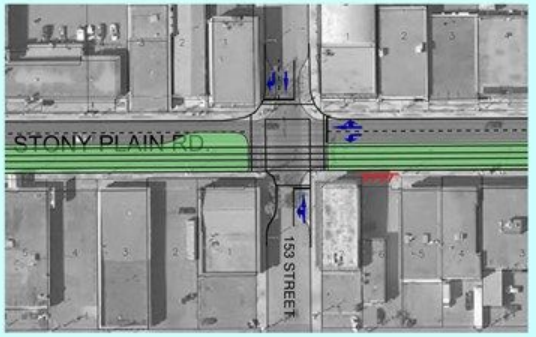
Valley Line West
Lewis Farms - Downtown

LRT south alignment; 1 through & 1 left turn lane



Considerations

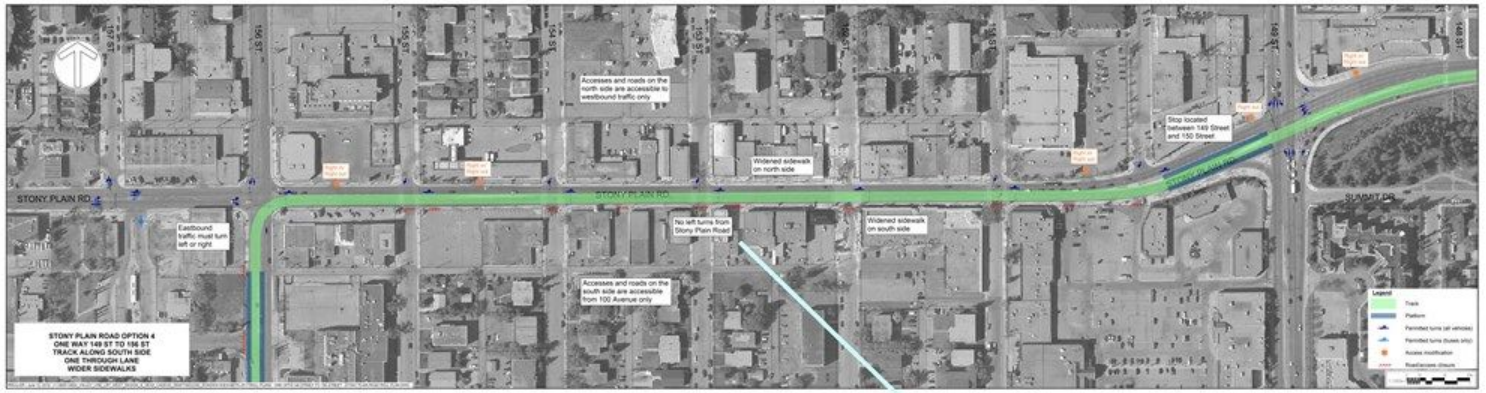
- Opportunity for westbound left turns at 151 St and 153 St
- South side business delivery access via 100 Ave
- South side vehicle access to Stony Plain Road will be closed at 152, 154, and 155 St, except for emergency vehicles
- Reduced property requirement due to adjustment of the trackway and LRT stop location around 150 St
- Overhead Catenary System with streetlighting located along south side; separate streetlights along north sidewalk



One-way Option #4

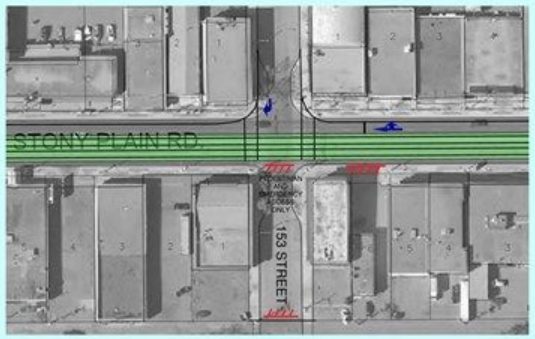
Valley Line West
Lewis Farms - Downtown

LRT south alignment; 1 lane + wider sidewalks



Description

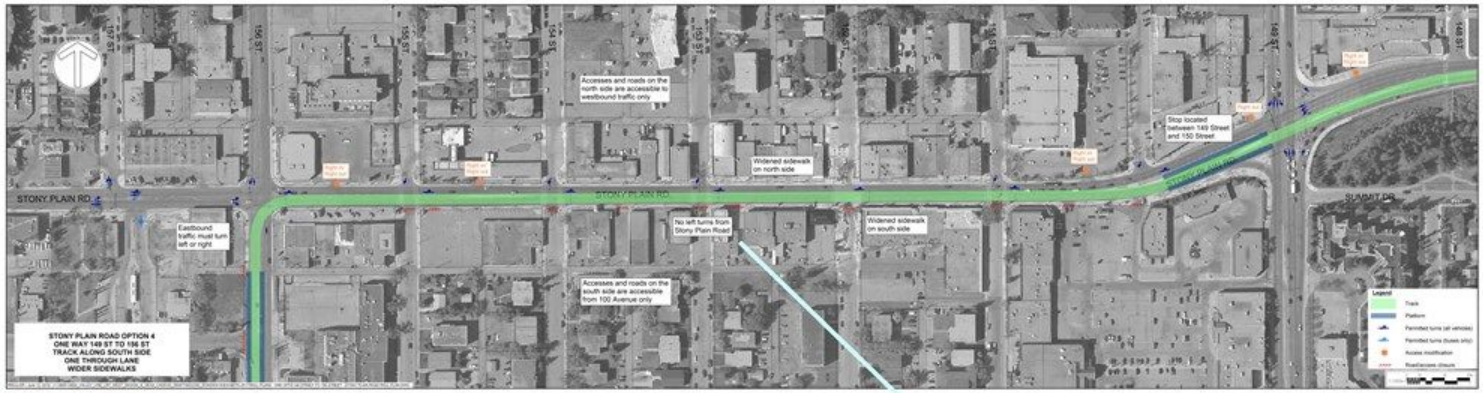
- Single westbound lane with sidewalks approximately 3 metres wide
- LRT stop shifts one block east
- No westbound left turn movement at 156 St
- No vehicle crossings of tracks between 149 St and 156 St
- Road closures required for every street south of SPR
- Signalized pedestrian crossing of Stony Plain Road available at each intersection between 149 St and 156 St



One-way Option #4

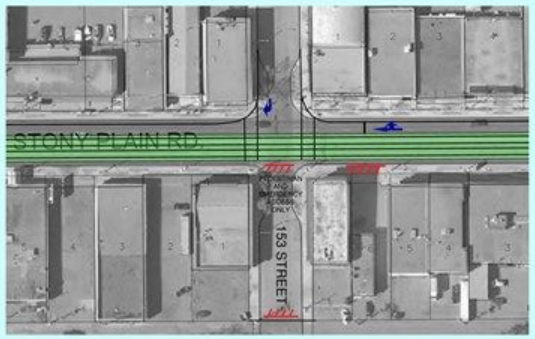
Valley Line West
Lewis Farms - Downtown

LRT south alignment; 1 lane + wider sidewalks



Considerations

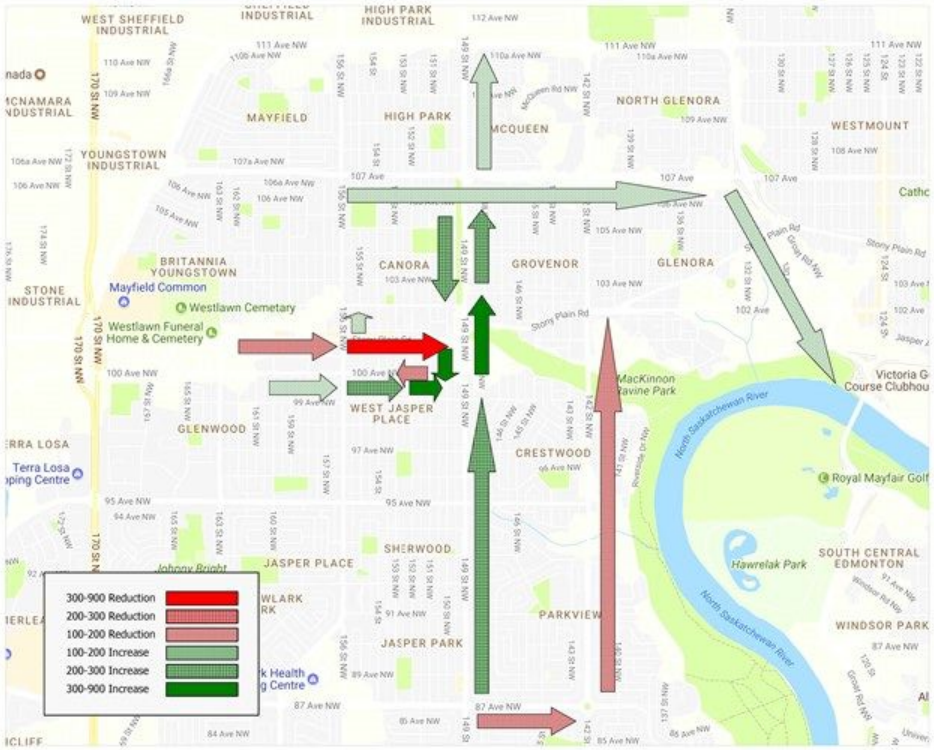
- Wider sidewalks and improved pedestrian realm
- South side business delivery access via 100 Ave
- South side vehicle access to Stony Plain Road would be closed at 151, 152, 153, 154, and 155 St, except for emergency vehicles
- Reduced property requirement due to adjustment of the trackway and LRT stop location around 150 St
- Overhead Catenary System with streetlighting located along south side; separate streetlights along north sidewalk



Network Implications

Valley Line West
Lewis Farms - Downtown

One-way AM peak projections—opening day*



*compared to Concept Plan

Network Implications

Valley Line West
Lewis Farms - Downtown

One-way PM peak projections—opening day*



*compared to Concept Plan

Moving forward

Valley Line West
Lewis Farms - Downtown

Next steps

- Continue review of options, with consideration of public input and network implications
- Develop recommendations and present to City Council in Fall 2018
- If a 1-way option is recommended, there are potential future considerations for:
  - Possible extension of 1-way westbound operation of Stony Plain Road from 156 Street to 170 Street
  - Possible review of 100 Avenue operation (1-way eastbound or retain 2-way operation)
  - Potential impact to Valley Line West LRT project timelines

Feedback & information

Valley Line West
Lewis Farms - Downtown

What Do You Think?

COMPLETE A FEEDBACK FORM

- Tell us your views on the possible conversion of Stony Plain Road to a one-way westbound arrangement between 149 Street and 156 Street

LEARN MORE ABOUT VALLEY LINE WEST AND TELL US WHAT YOU THINK

- Visit us at www.edmonton.ca/valleylinewest
- Email us at LRTprojects@edmonton.ca
- Contact the LRT Projects Information Centre by phone at 780-496-4874