

## PUBLIC ENGAGEMENT REPORT

Valley Line West LRT

Crossing Assessments and Concept Plan Amendments

2017-2018



Prepared by:

LRT Delivery

January 29, 2018

## Background

Public engagement has helped to shape the development of the entire Valley Line, with more than 3,800 participants in 94 public engagement events in the corridor selection phase. During concept planning, four workshops and two public open houses were held in the west, along with small group meetings of stakeholders. During five stages of preliminary design, there were 17 drop-in sessions and over 50 meetings with community leagues, major businesses and stakeholder / events groups. The public engagement activities from 2009 to 2013 drew attention to a number of key concerns to be considered in the design, including:

- LRT should be located conveniently but minimize impacts to neighbourhoods.
- The needs of the LRT, pedestrians and cyclists should be addressed in a way that keeps traffic impacts to a minimum.
- Property impacts and acquisitions should be kept to a minimum.
- As much as possible, accesses should be maintained for pedestrians, cyclists and vehicles.
- Snow removal must be maintained.
- Trees and landscaping are important.

Additional public engagement was undertaken in 2017 and in January 2018 to obtain citizen input for consideration in the Valley Line West preliminary engineering update and intersection crossing assessments.

## Public Engagement Objectives

- Provide opportunity for meaningful public and stakeholder input to be considered in the review of the Valley Line West concept plan and assessment of LRT crossings at major intersections.
- 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
- Build and maintain relationships and trust
- 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 to engage with impacted stakeholders during the assessment of LRT crossings at Stony Plain Road / 149 Street and 87 Avenue / 178 Street
- The scope of the preliminary engineering review and crossing assessments
- The lengthy time interval since previous public engagement and the approval of the concept plan in 2012
- Schedule

### ***Approach***

With the widespread implications of changes to the concept plan, the adopted approach was to hold a number of broad-based public information and engagement sessions, supported by online engagement through the City's website, direct outreach to key stakeholders, and meetings with five Valley Line West Citizen Working Groups established in 2017.

### **Public Information and Engagement Sessions**

A total of five public information and engagement sessions were held in three parts in June 2017, November 2017 and January 2018. Each session provided an update on the progress of the design review and sought input on considerations to be taken into account in the review process.

While the input received in these engagements was not randomly generated and therefore not statistically valid, it nonetheless provides a valuable reference for consideration in planning and 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](http://www.edmonton.ca/valleylinewest) updated with advance notification
- City of Edmonton Public Engagement Calendar
- Direct mail announcements to neighbourhoods in the vicinity of the 149 Street and 178 Street crossings in advance of the Part 1 engagement sessions
- Roadside signs in high-visibility locations along heavily-travelled routes
- Newspaper advertisements
- Email bulletins to more than 900 Valley Line email subscribers
- Community League network
- Valley Line West Citizen Working Groups
- Public service announcements
- Social media – Twitter and Facebook

## Content, Attendance and Results

### Part 1

**Purpose** – to identify issues, opportunities and considerations in the assessment of LRT crossings at Stony Plain Road / 149 Street and 87 Avenue / 178 Street.

- June 21, 2017, at West End Christian Reformed Church
- June 29, 2017, at Aldergrove Community Hall

### Content

Information materials included:

- Valley Line West fact sheet
- LRT crossing assessment framework information sheet
- Information displays:
  - Preparing to Launch Valley Line West
  - Valley Line – New, Urban-Style LRT
  - Valley Line Corridor
  - Current Approved Concept Plan (2012) – 149 Street
  - Current Approved Concept Plan (2012) – 178 Street
  - At-Grade Crossings – Typical Characteristics
  - Above-Grade Crossings – Typical Characteristics
  - Below-Grade Crossings – Typical Characteristics
  - Many Factors to Consider – LRT Crossing Assessment Framework
  - What Do You Think?

### Attendance

A total of 223 people signed in at two sessions, each of which focused on the crossing assessment nearest the engagement venue. Comment forms were completed and returned by 106 people, including online submissions.

Table 1

<b>Part 1 Attendance and Written Feedback Summary</b>		
<b>Session</b>	<b>Attendees</b>	<b>Feedback Submissions (including online)</b>
Session 1 (focus on 149 St.)	108	72 (67%)
Session 2 (focus on 178 St.)	115	74 (64%)
Totals:	223	146

### Feedback

To better understand the viewpoints of respondents and the rationale for their preferences, they were asked to identify the issues, opportunities and considerations the City should take into account in the review of the LRT crossing plans at the Stony Plain Road / 149 Street and 87 Avenue / 178 Street intersections.

The engagement results were included for consideration during the assessment of these crossings. The common themes were also helpful in considering crossing arrangements at other key intersections along Valley Line West.

### ***In Brief***

#### **Session 1 (Focus on Stony Plain Road / 149 Street crossing)**

Key themes and concerns at this location included the following, some of which apply more generally to the LRT vision and alignment / concept plan than to the specific crossing location:

- Road congestion (particularly the loss of two vehicle lanes on Stony Plain Road)
- Impacts on local residential neighbourhoods, including access, non-resident parking and short-cutting; also visual impacts in the local context
- Business impacts, including access and parking
- Significant preference for a grade separation at this location

The majority of respondents indicated their intention of using the Valley Line West LRT after it is built, regardless of their current primary mode of travel, and significantly outnumbered those who do not intend to use LRT.

The charts below summarize the key concerns and considerations expressed by attendees. Detailed comments are provided in Appendix 1.

Figure 1

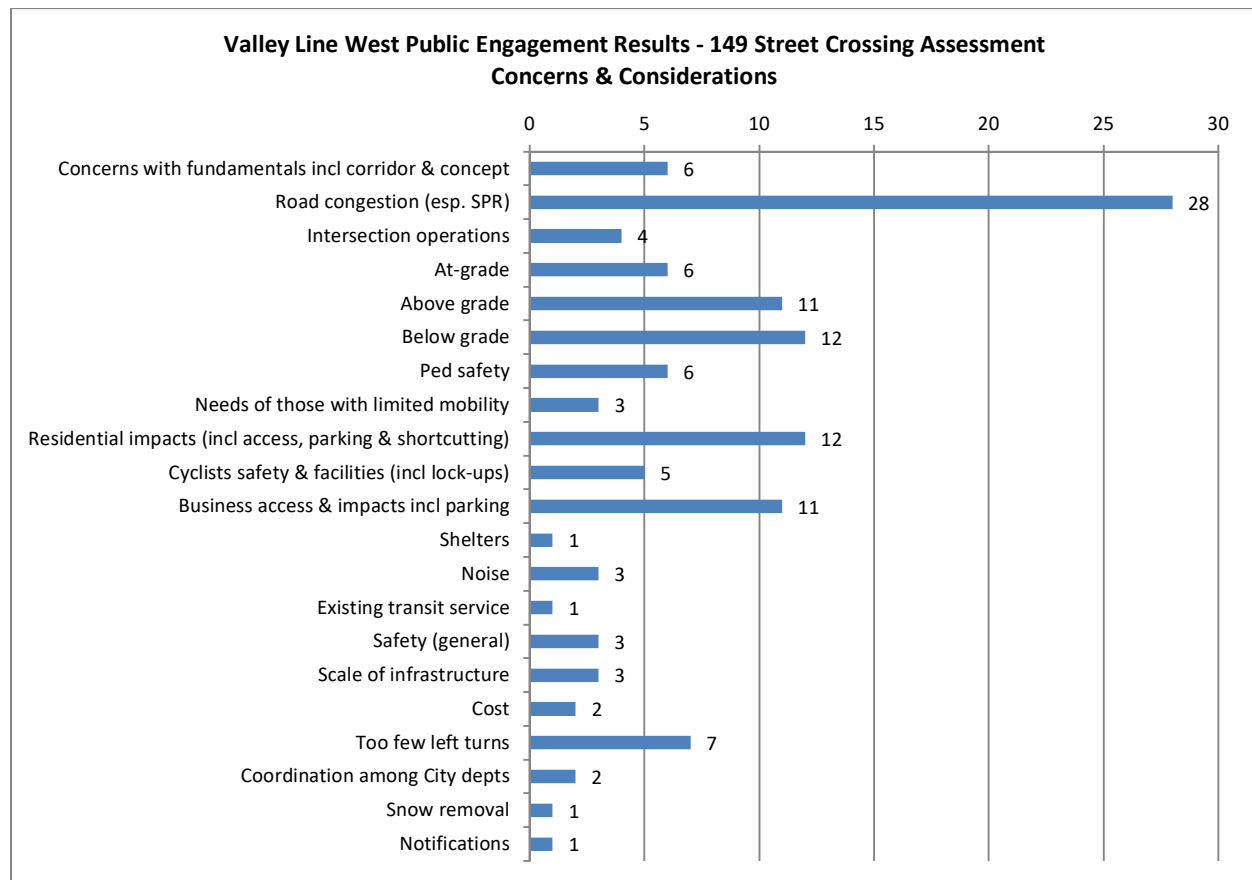
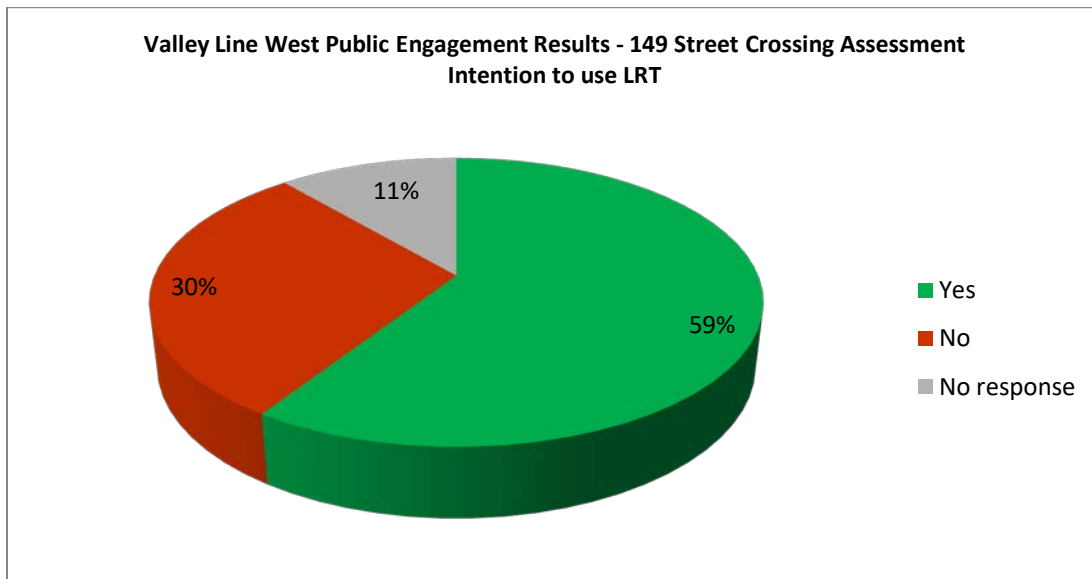


Figure 2



#### Session 2 (Focus on 87 Avenue / 178 Street crossing)

For this intersection, the following themes and concerns dominated:

- Considerable existing congestion on both roads and in the intersection itself, along with a high collision history
- Residential neighbourhood impacts, including access, non-resident parking and short-cutting
- Adjacent property impacts, including noise
- Overwhelming support expressed for an elevated LRT crossing, followed by support for a below-grade solution, with little support for an at-grade crossing

Again, most respondents expressed the intention of using the Valley Line West LRT after it is built, regardless of their current primary mode of travel.

The charts below summarize the key concerns and considerations expressed by attendees. Detailed comments are provided in Appendix 2.

Figure 3

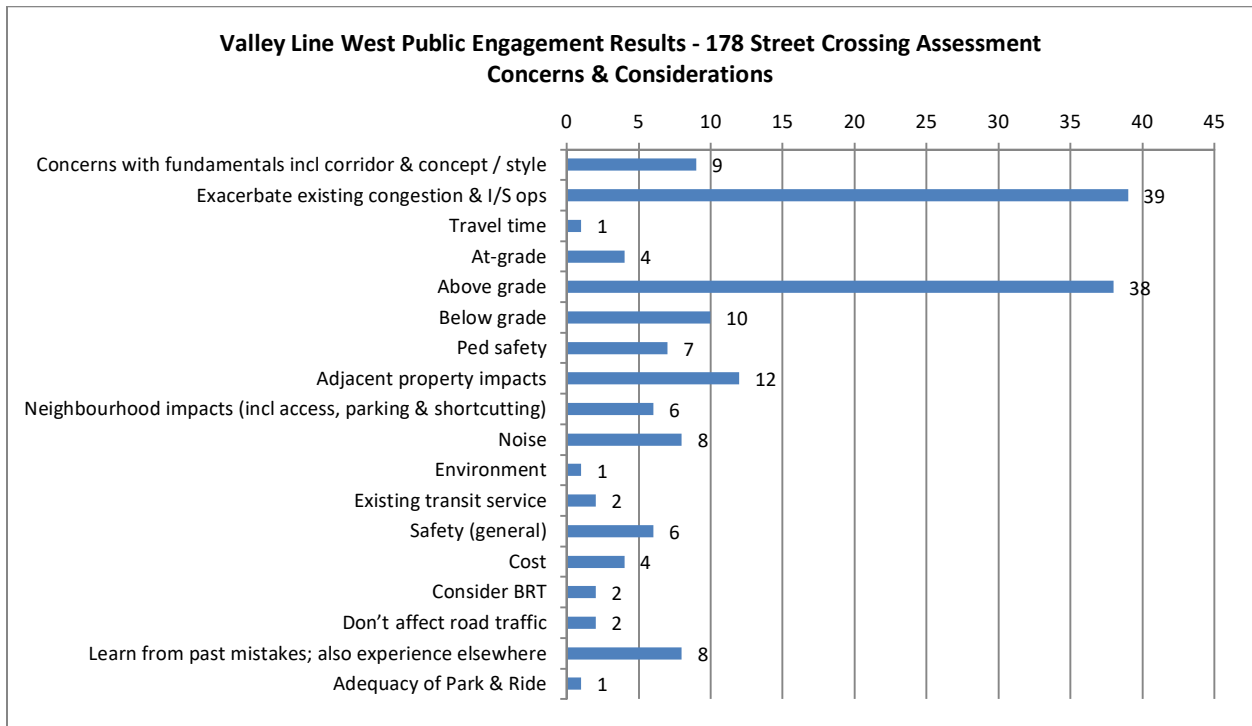
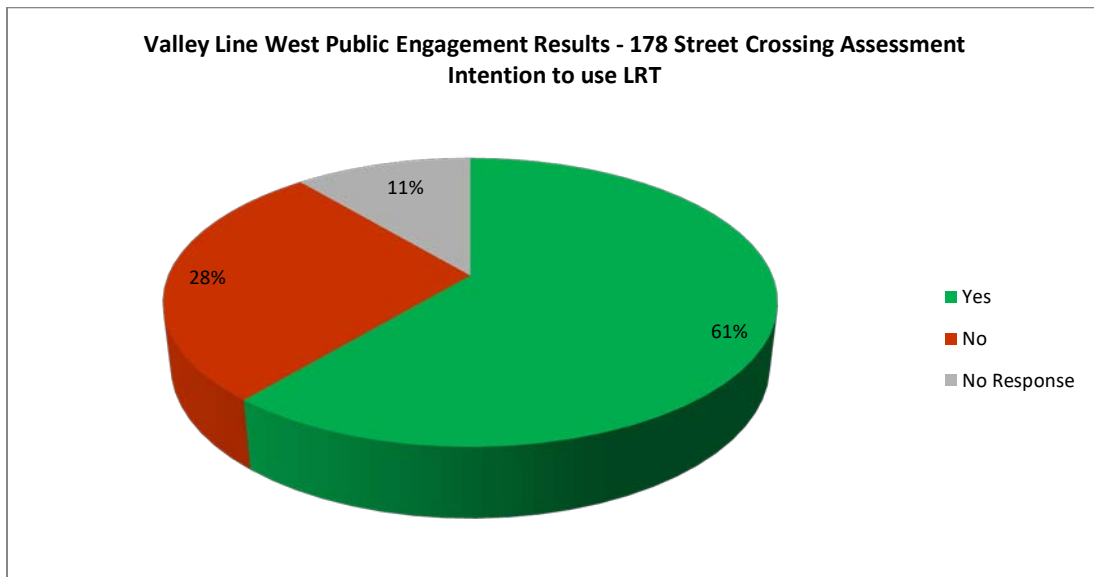


Figure 4



## ***Part 2***

**Purpose** – to provide a status update on various refinements being developed for the LRT preliminary design, report on the crossing assessments (including what was heard in the previous engagement, recommendations, and additional options), and obtain further input to help inform City Council.

- November 15, 2017, at Belmead Community Hall
- November 16, 2017, at St. Paul’s Anglican Church

## **Content**

Information materials included:

- Valley Line West fact sheet
- LRT crossing assessment framework information sheet
- Valley Line West detailed booklet
- Information displays:
  - Purpose of this engagement – Project update and input opportunity
  - Where we are in the process
  - LRT vision – Edmonton’s future LRT network
  - Background – New urban-style and low-floor LRT
  - Valley Line West corridor highlights
  - Locations highlighted in this session
  - At-grade crossings – typical characteristics
  - Above-grade crossings – typical characteristics
  - Below-grade crossings – typical characteristics
  - Road underpass crossings – typical characteristics
  - 87 Avenue / 178 Street crossing (current design)
  - 87 Avenue / 178 Street crossing (recommended change)
  - Stony Plain Road / 156 Street (current design)
  - Stony Plain Road / 156 Street (recommended change)
  - Stony Plain Road / 149 Street (current design)
  - Stony Plain Road / 149 Street (alternative option 1)
  - Stony Plain Road / 149 Street (alternative option 2)
  - Stony Plain Road / 149 Street (alternative option 3)
  - Stony Plain Road / 142 Street (no change recommended)
  - Downtown (under review)
  - Design update - 139 Street intersection
  - Neighbourhood access from Stony Plain Road
  - Design update – 87 Avenue between 159 Street & 164 Street
  - Design update – Lewis Farms
  - What do you think?



## Attendance

For these sessions, the focus and content was identical at both venues. A total of 282 people signed in. A total of 99 comment forms were returned, with an additional seven submissions received online.

Table 2

<b>Part 2 Attendance and Written Feedback Summary</b>		
<b>Session</b>	<b>Attendees</b>	<b>Feedback Submissions</b>
Session 1 (in Belmead)	172	54 (31%)
Session 2 (in Grovenor)	110	52 (47%) - includes total online
Totals:	282	106

## Feedback

With several recommendations already developed with consideration of previous input, respondents at these sessions were asked what they would like Council to know as it considers options and recommendations on LRT crossing assessments and concept plan amendments. Responses tended to indicate a preference among options and recommendations, with further comments on the Valley Line in general.

### *In Brief*

#### Session 1 (in Belmead)

The following key themes stood out:

- A tendency to support grade separations in general
- High approval for the new recommendation to grade-separate the LRT crossing at 87 Avenue / 178 Street

Approximately 60% of respondents stated they intend to use the LRT when it is built, outnumbering the “no” responses by almost 3 to 1.

The charts below summarize the key concerns and considerations expressed by attendees. Detailed comments are provided in Appendix 3.

Figure 5

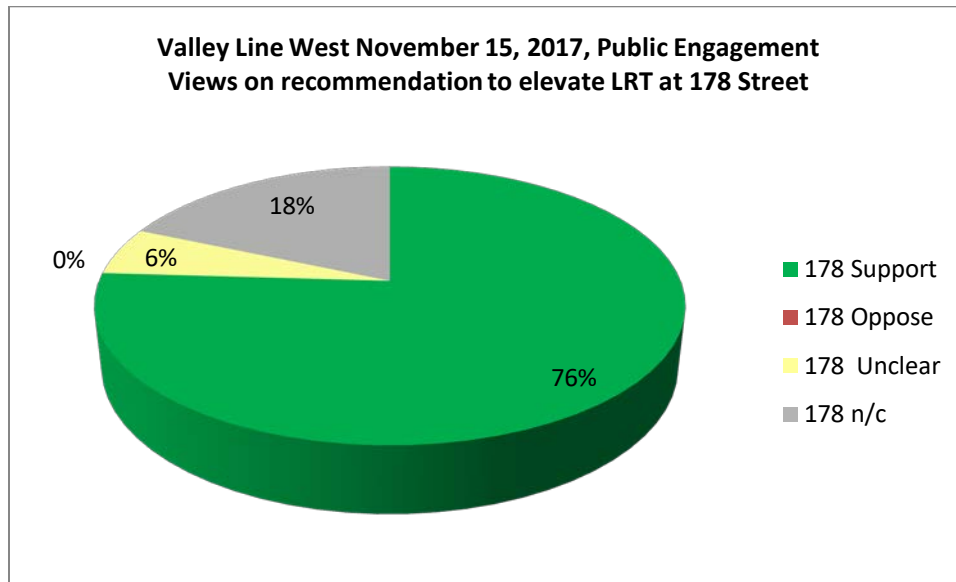


Figure 6

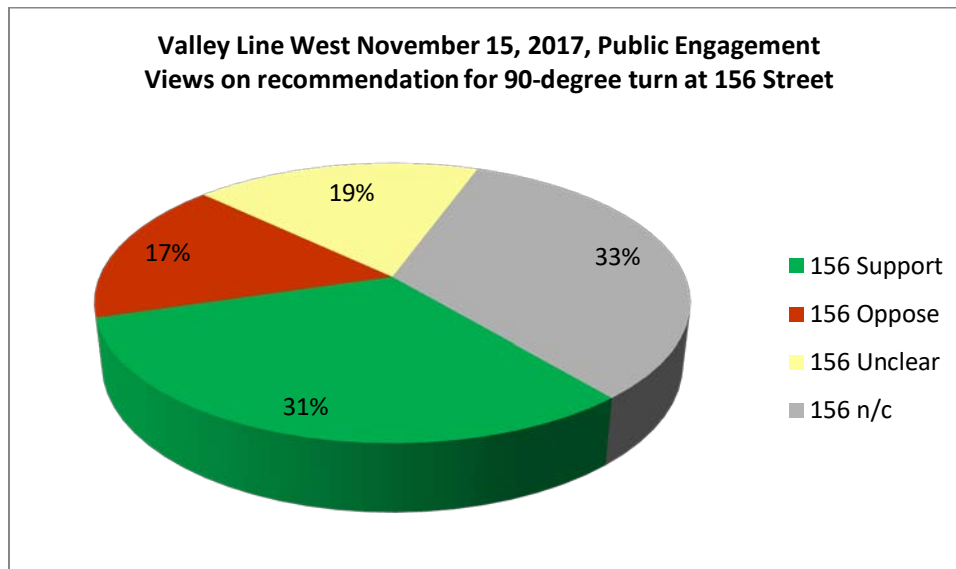


Figure 7

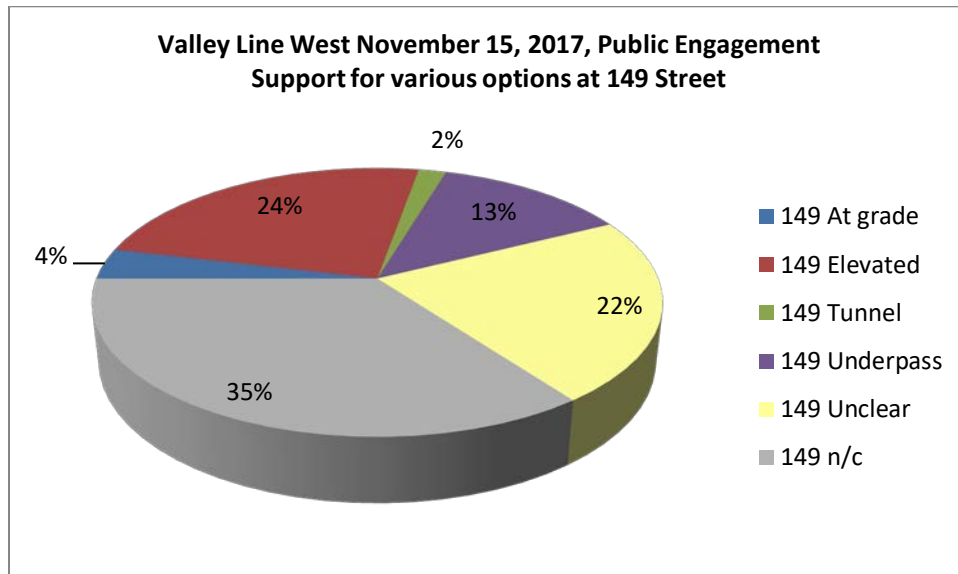


Figure 8

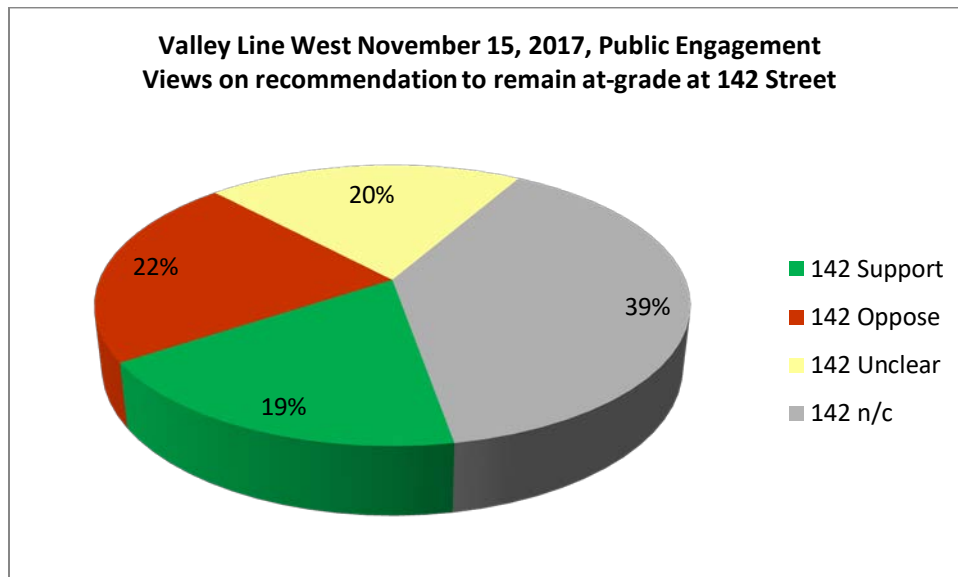


Figure 9

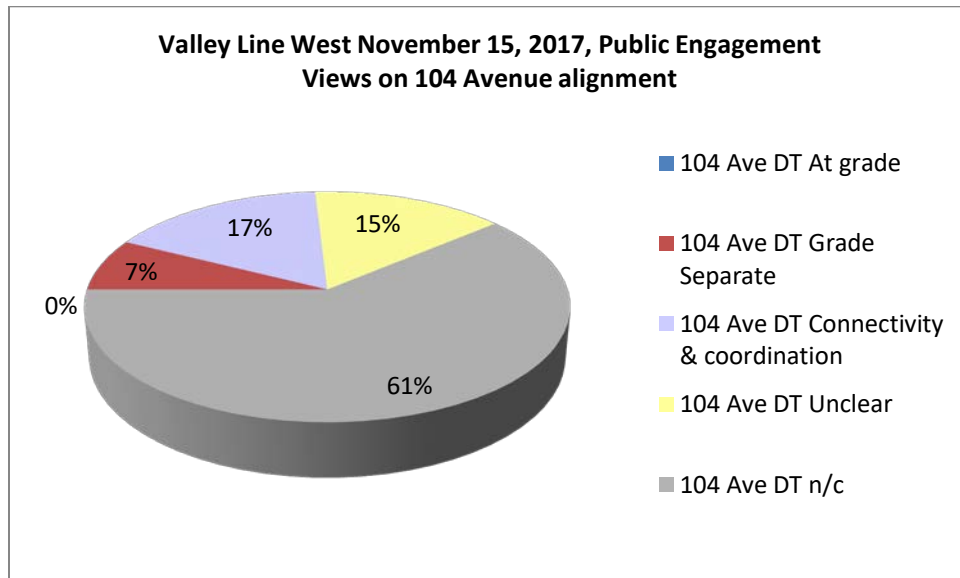


Figure 10

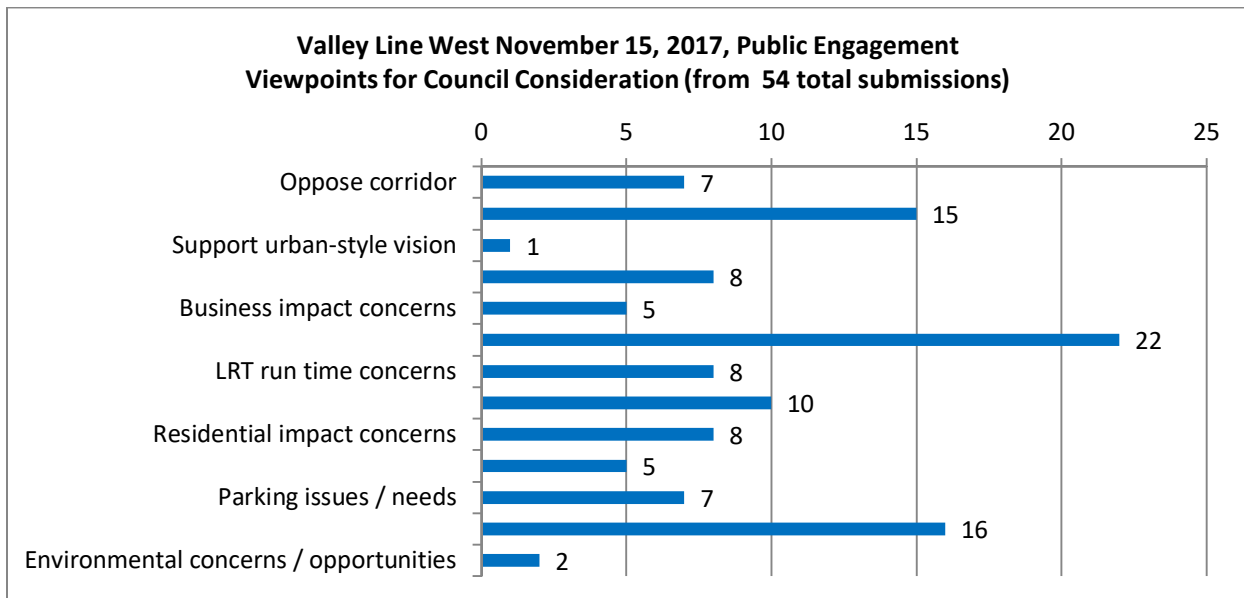
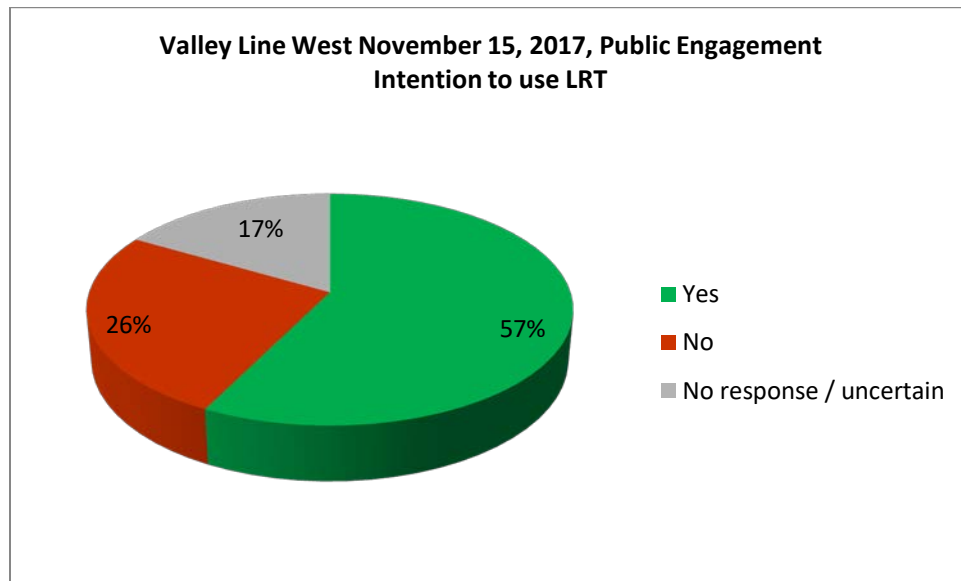


Figure 11



### Session 2 (in Grovenor)

The main themes in this session were similar to those in the Belmead session:

- General support for grade separations at major intersections
- Many remain critical of past corridor selection decisions
- Importance of “doing it right”

Those intending to use LRT when it is built outnumbered those who stated they would not, but by a narrower margin (2 to 1.5) than the previous day’s session.

The charts below summarize the key concerns and considerations expressed by attendees. Detailed comments are provided in Appendix 4.

Figure 12

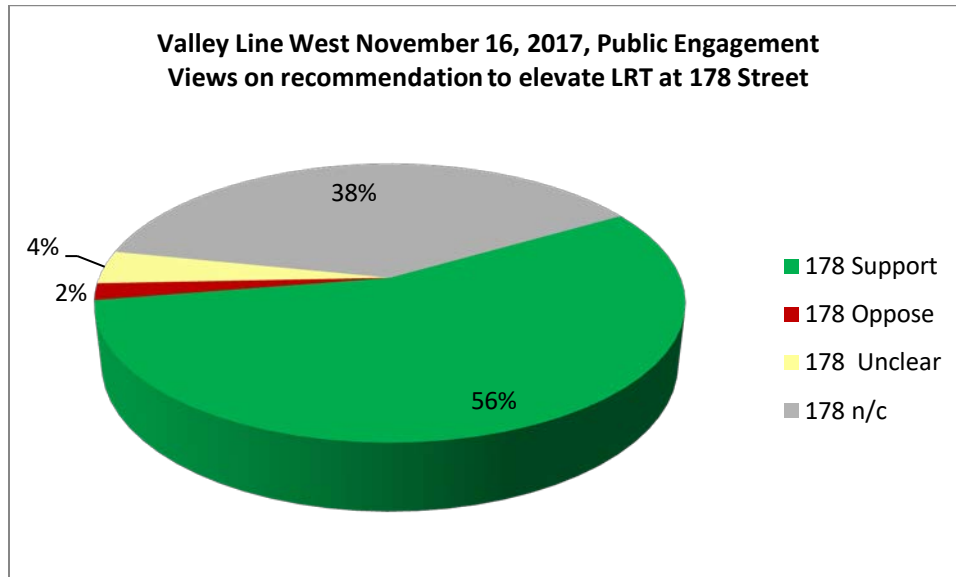


Figure 13

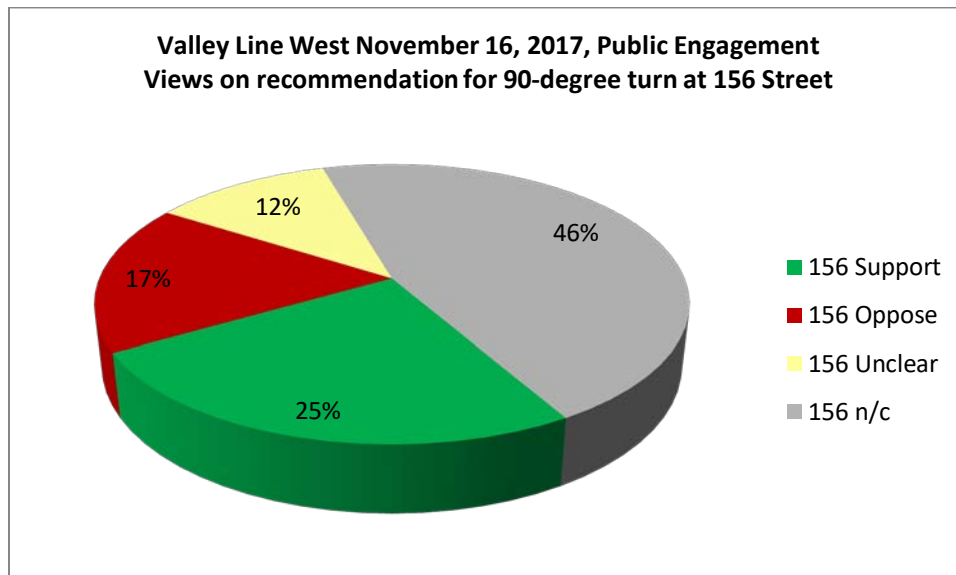


Figure 14

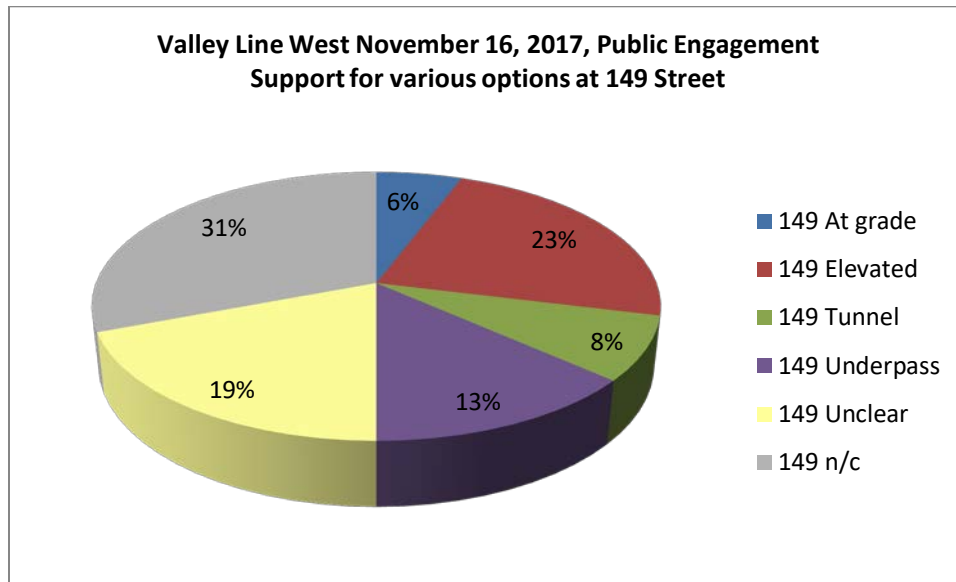


Figure 15

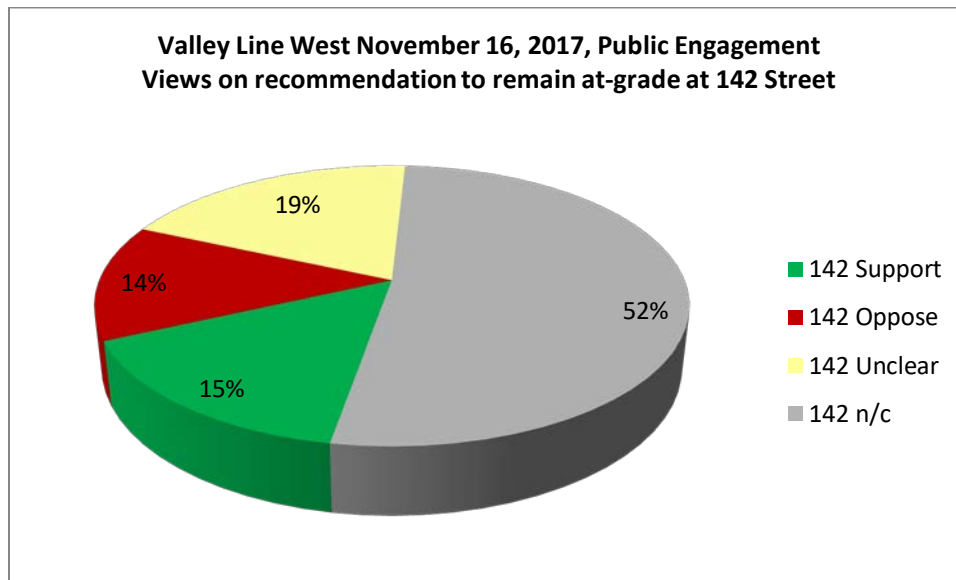


Figure 16

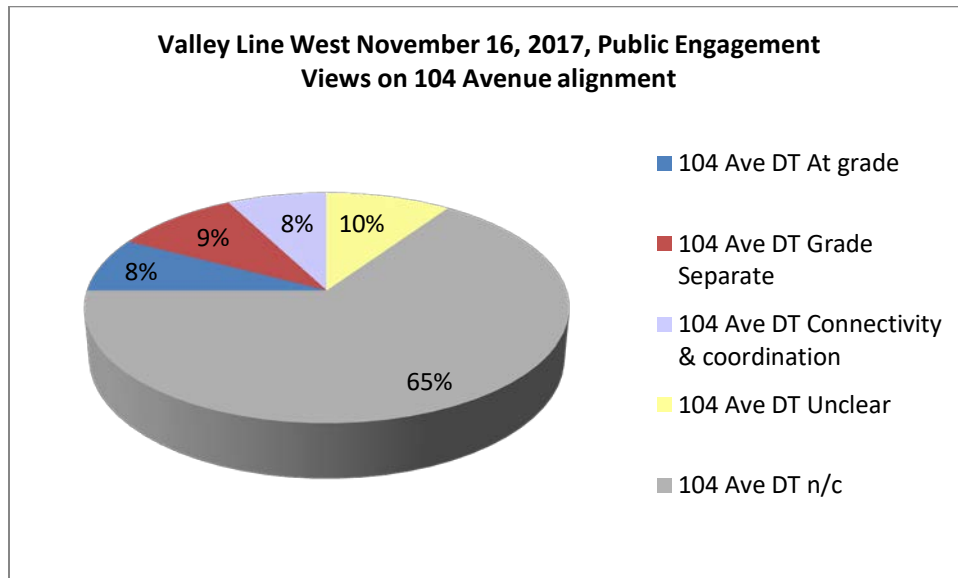


Figure 17

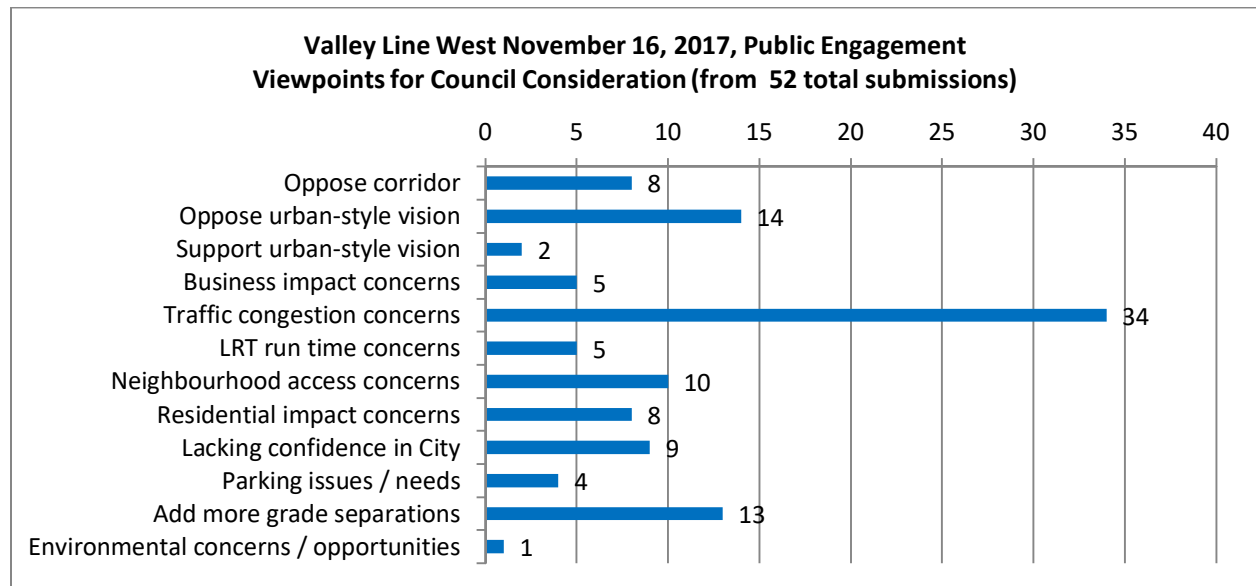
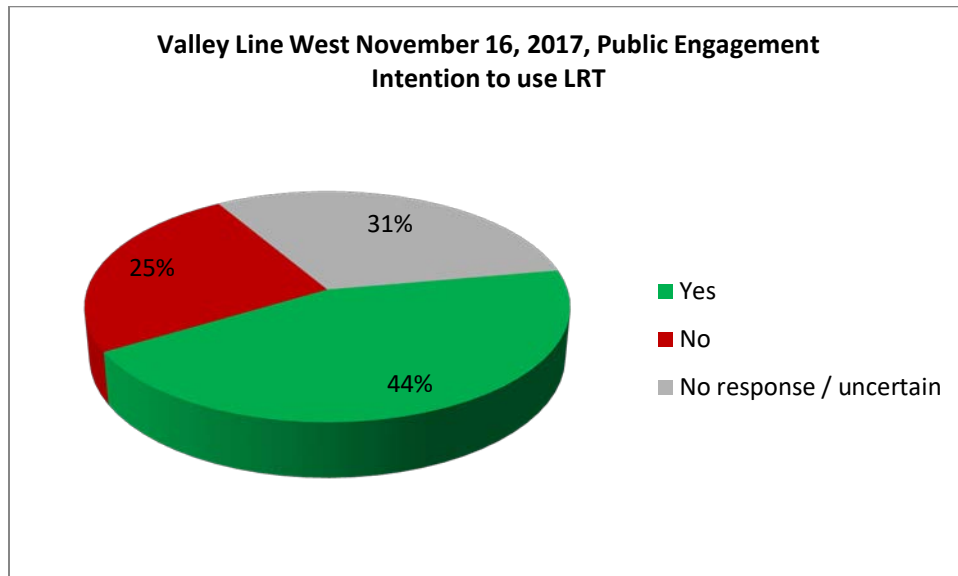




Figure 18



### ***Part 3***

**Purpose** – to provide a further status update on refinements to the LRT preliminary design including crossing assessments (including what was heard in previous engagements), and function as a “last call” for input to inform City Council in its consideration of options and recommendations.

- January 24, 2018, at St. Paul’s Anglican Church

### **Content**

Information materials included:

- Valley Line West fact sheet
- LRT crossing assessment framework information sheet
- Valley Line West detailed booklet
- Information displays:
  - Purpose of this engagement – Project update and input opportunity
  - Where we are in the process
  - LRT vision – Edmonton’s future LRT network
  - Background – New urban-style and low-floor LRT
  - Valley Line West corridor highlights
  - Locations highlighted in this session
  - 87 Avenue / 178 Street crossing (recommended change)
  - Stony Plain Road / 156 Street (recommended change)
  - Stony Plain Road / 142 Street (no change recommended)
  - Stony Plain Road / 149 Street (current design)
  - Stony Plain Road / 149 Street (recommended change)
  - Stony Plain Road / 149 Street underpass – a closer look
  - 124 Street stop (location adjustment recommended)
  - 104 Avenue / 109 Street (surface option recommended)
  - 104 Avenue / 109 Street – other options considered
  - 104 Avenue – relocation of sidetrack
  - Neighbourhood access from Stony Plain Road
  - Environmental Impact Assessment
  - At-grade crossings – typical characteristics
  - Above-grade crossings – typical characteristics
  - Below-grade crossings – typical characteristics
  - Road underpass crossings – typical characteristics
  - What do you think?

## Attendance

Signed-in attendance for this single session in Grovenor was 255. Comment forms were completed and returned by 63 people at the venue, with an additional seven feedback submissions received online.

Table 3

<b>Part 3 Attendance and Written Feedback Summary</b>	
<i>Attendees</i>	<i>Feedback Submissions, including online</i>
255	69 (27%)

## Feedback

As the recommendations on LRT crossing assessments and concept plan amendments had by this time been completed, this session was the “last call” for input to help inform City Council. Similar to the November sessions, respondents were asked what they want Council to know about each of the recommendations.

### *In Brief*

In general, the majority of respondents were supportive or indifferent to all of the recommendations presented. Among those expressing a clear viewpoint:

- The recommendation to grade-separate the LRT crossing at 87 Avenue and 178 Street received the highest approval-to-disapproval ratio
- A significant margin of approval was received by the recommendations for:
  - Stony Plain Road / 156 Street intersection
  - 149 Street underpass at Stony Plain Road
  - 124 Street stop relocation
  - 104 Avenue sidetrack relocation
- Viewpoints on maintaining an at-grade crossing at Stony Plain Road / 142 Street were almost evenly divided, leaning slightly toward support
- Opinions on the recommendation to maintain an at-grade crossing at 104 Avenue / 109 Street were also almost evenly divided, leaning slightly toward opposition.

Other highlights from the feedback at this session:

- Concerns about traffic congestion remain high, and were often accompanied with a desire for more grade separations than already recommended.
- There are significant ongoing concerns over changes to neighbourhood and business accesses, and their anticipated associated impacts
- Approximately 10% remain opposed to the City’s vision for urban LRT and/or the selected corridor
- More than half of those respondents who currently use their cars for 90% or more of their current transportation needs intend to use the Valley Line West LRT when it is built.

The charts below summarize the key concerns and considerations expressed by attendees. Detailed comments are provided in Appendix 5.

Figure 19

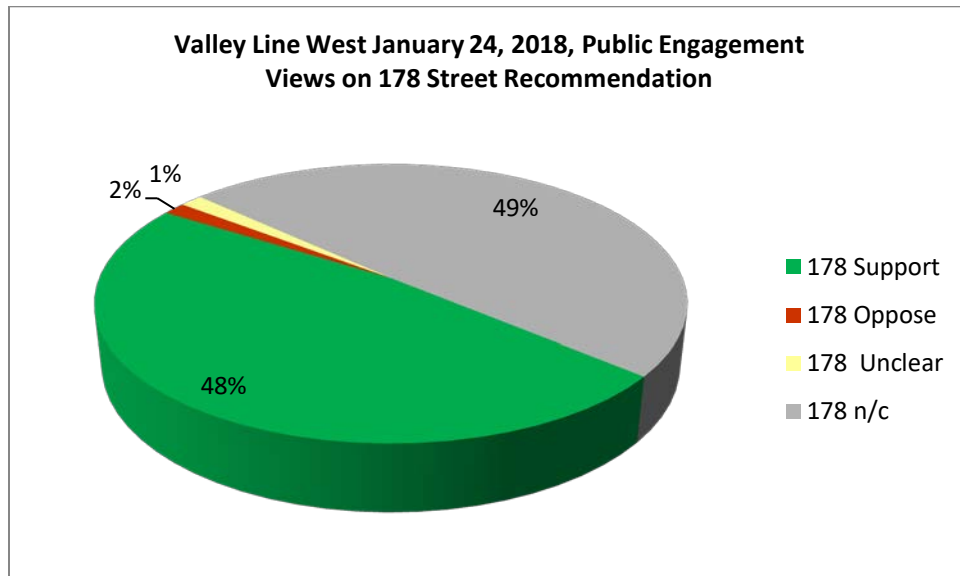


Figure 20

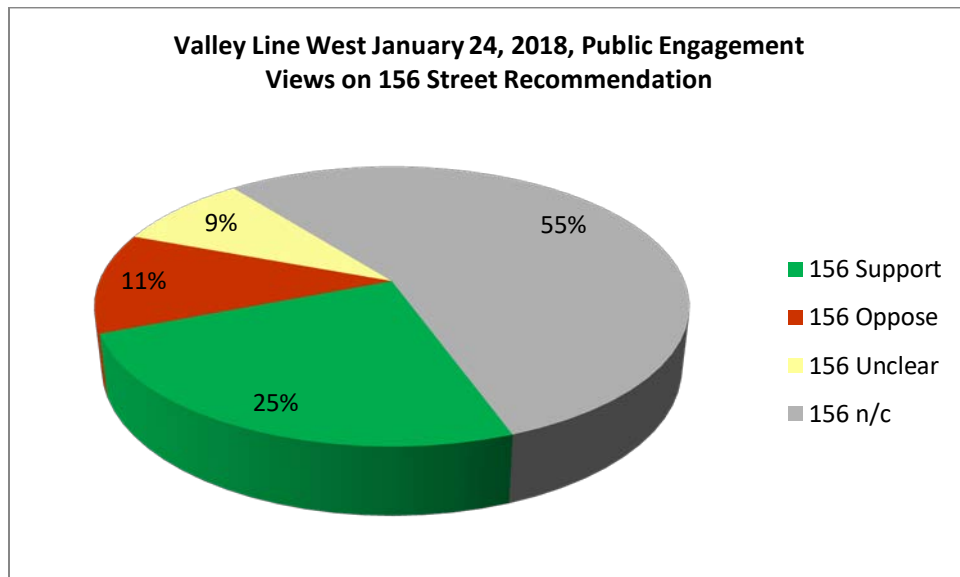


Figure 21

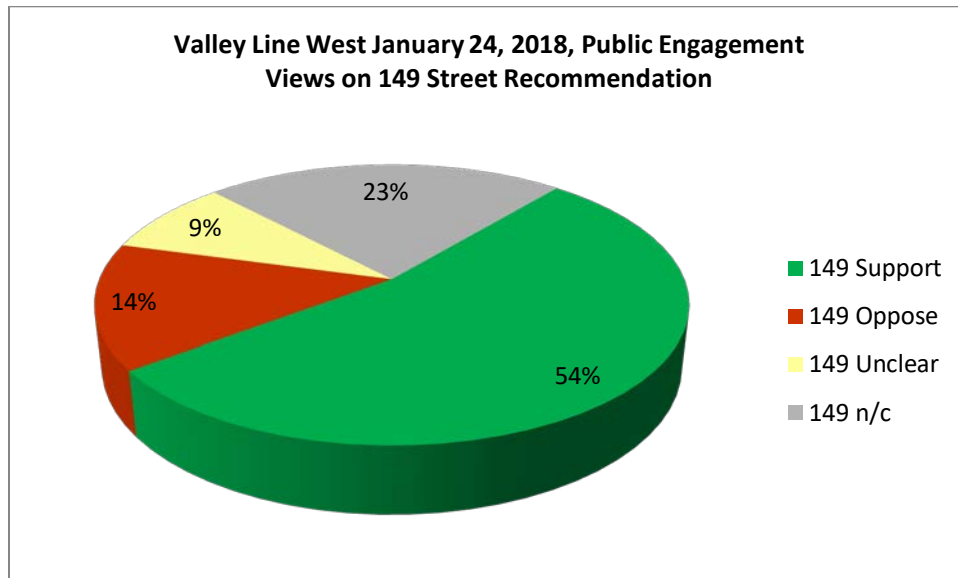


Figure 22

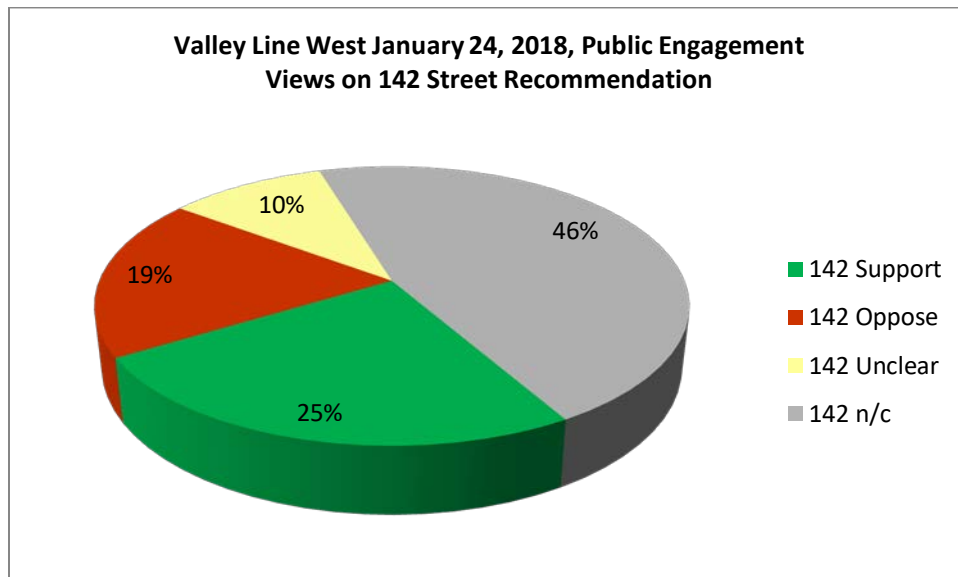


Figure 23

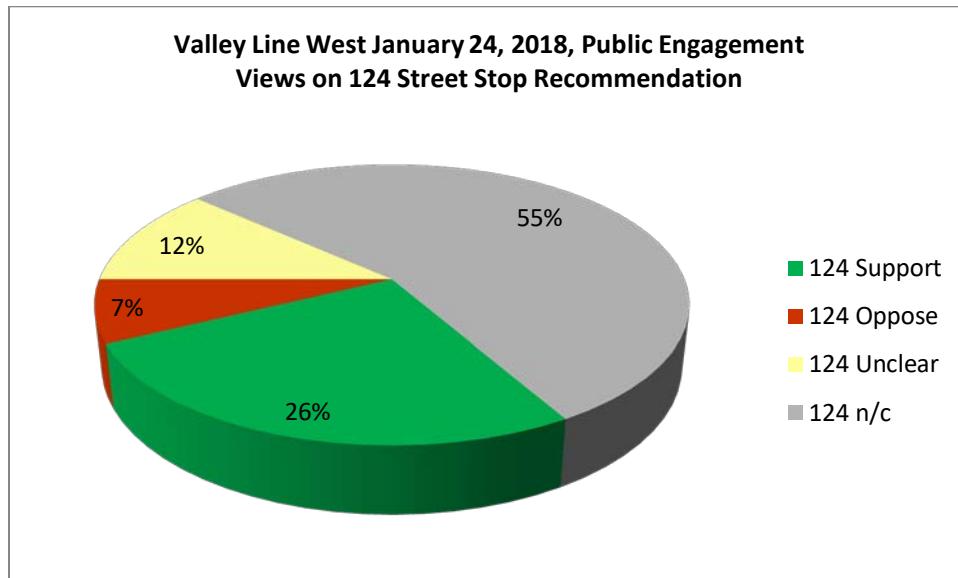


Figure 24

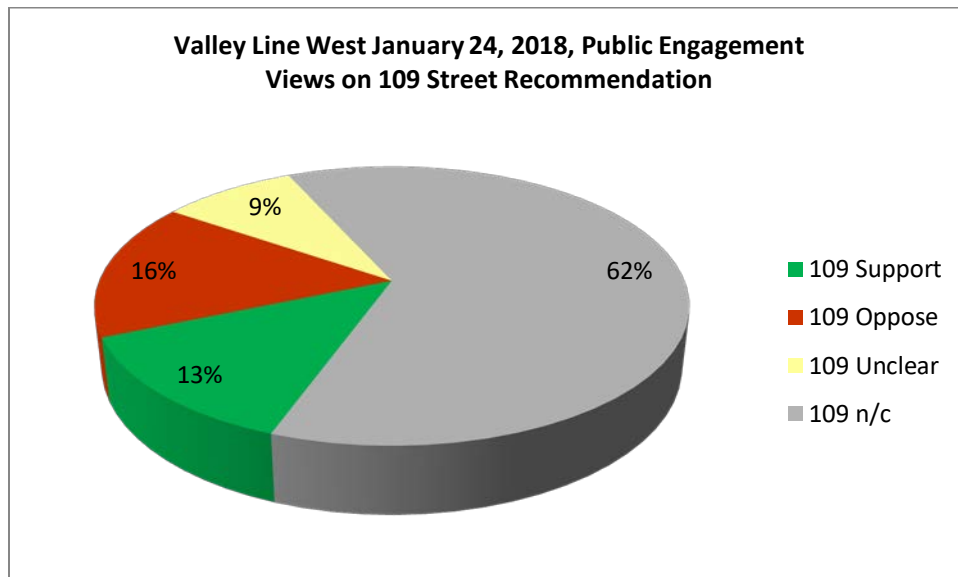


Figure 25

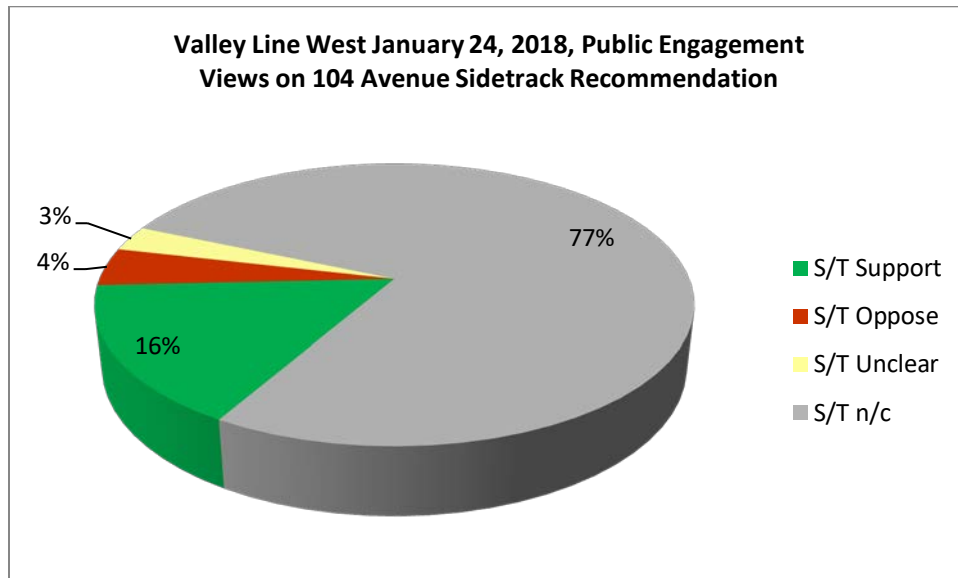


Figure 26

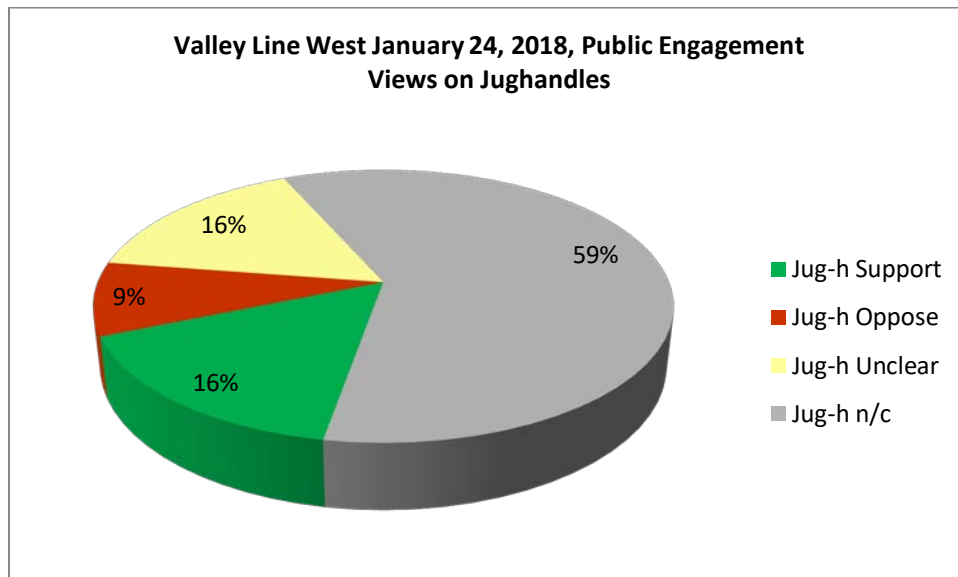


Figure 27

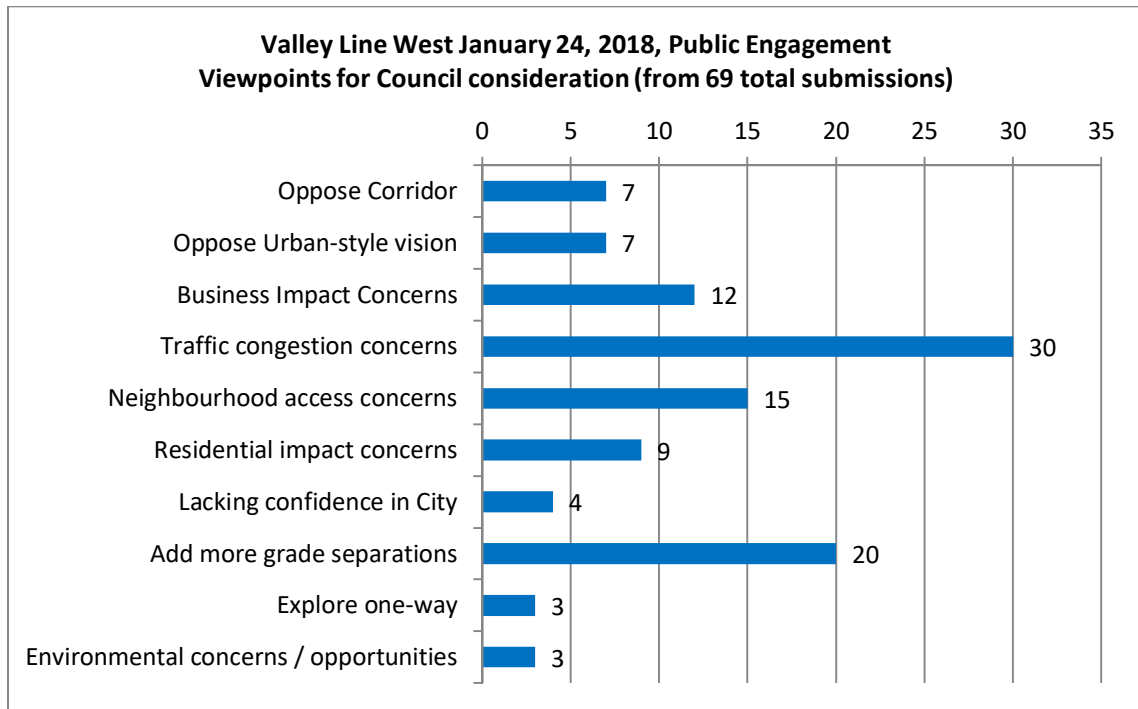
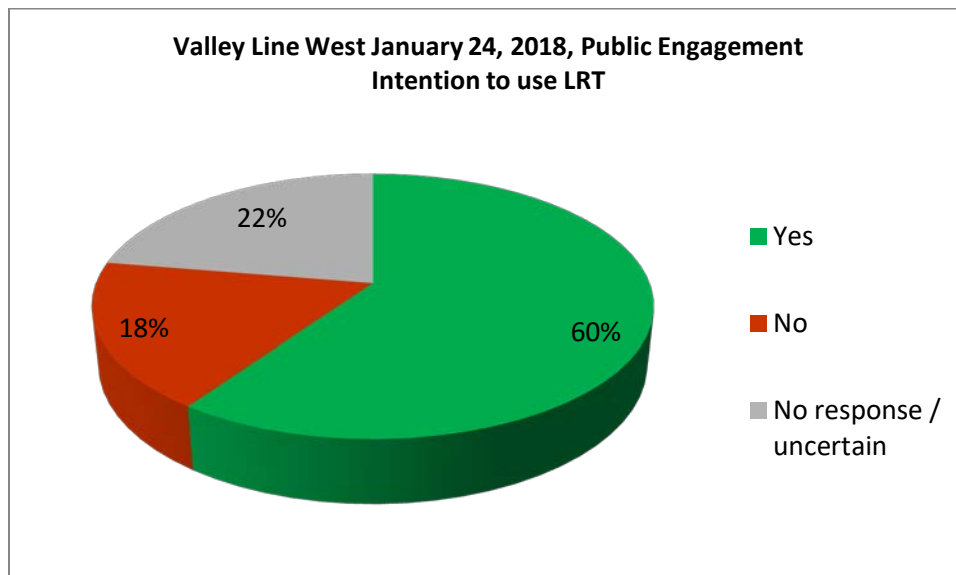


Figure 28





## Appendix 1 – Detailed comments

### Part 1, Session 1

<b>What are the issues, opportunities or considerations the City should take into account when reviewing the LRT crossing plans at Stony Plain Road and 149 Street?</b>
<p>Congestion on Stony Plain Rd. with the removal of 2 lanes of vehicle travel. Ground level with lights is intriguing but underground would be best if it was affordable.</p>
<p>More community consultation on the whole LRT line</p>
<p>Ensuring it doesn't restrict the current flow of traffic. Having pedestrian safety at forefront ensuring that it is safe to cross. Take into account more consideration for residential areas.</p>
<p>This is a very busy intersection and the LRT should either go over top of the road way or be tunneled under - Same applies to 170 Street &amp; 87 Avenue. Where is all the traffic that travels on Stony Plain Road going to go when Stony Plain Road is down to one lane??</p>
<p>Secure bike lock-ups at the station for more mixed mode transport. All structures in the area are low - an elevated crossing would be an eyesore. If the funding can be secured, it would be better to have an underground crossing.</p>
<p>I don't know what the answer is to alleviate congestion @ this crossing but at-grade would be a disaster. With only ONE STOP between 142 Str and 124 Str the LRT should be re-routed to 107 Ave. (I only wish to hear back if input from this session is actually considered!)</p>
<ul style="list-style-type: none"> <li>*Secure (welded in place) bicycle parking at stations so commuters can lock up bicycles and transfer to rail for work commutes.</li> <li>*Offer tax rebate incentives for monthly transit passes.</li> <li>*Weather shelters to protect commuters during winter</li> </ul>
<ul style="list-style-type: none"> <li>- How traffic is impacted during rush hours.</li> <li>- Left turns across the path of the train - visibility, left arrows?</li> <li>- Access to LRT for people who have disabilities, i.e. walking to LRT stop in winter (icy sidewalks). Many seniors drive because of unsafe si</li> </ul>
<p>The LRT should go above ground. The area needs more free flow traffic. It needs more stop and shop. Less or restricted traffic flow equals less willingness to stop &amp; more frustrated drivers. If the LRT goes down 100 Ave where the businesses are less Stony Plain Road becomes a destination from 149 to 156 St. If the LRT goes above ground it allows free flow traffic and stop &amp; shop. Underground entrance NE.</p>
<p>Costs</p>
<p>The primary issue is separation from car traffic. Thus an elevated crossing is necessary to ensure no interference from cars [illegible] - Bus connections not show but required as are elevated pedestrian crossings - Distance of ramp from level is not specified.</p>
<p>As on the south Valley Line trams should be have green lights only with vehicles going the same</p>

way. Build the line on surface.
Will it create a parking problem in the surrounding residential areas? Will it create a lot of Noise? Will regular transit buses be affected? Will it create more traffic jams?
Traffic flows/ disruptions to traffic. Increased time for people driving through these intersections. - Safety
impact on community - concerned with larger scale of both tunnel- portal & overhead impact of bridge structure. - prefer at grade notwithstanding possible traffic impact...not concerned with traffic it will adjust.
# of stops for convenience - blocking of intersections in Glenora (this LRT basically splits Glenora) - 107 Ave is a much better option - wider streets - Where do Park & Riders park? Will my neighbourhood become permit parking only? (completely inconven
Narrow roads
The frail residents of the area and those that have mobility devices or mothers with strollers need to have safe and easy access to transit. Many seniors do NOT take LRT because it is difficult (too fast closing doors) and they cannot get seated in time before it moves.
- visual impacts shouldn't be of major concern since area is supposed to be undergoing major redevelopment. - Will major roadwork have to follow to change travel patterns and reduce congestion on SPR if LRT is built at-grade. - If cost is high to grade se
Reroute for sure. Totally wrong for flow of traffic & pedestrians. How about all the people (chiefly homeless) who push their carts across Stony Plain Rd.
Maybe buy a few parking spots to allow OnDemand vehicles to be @Parking lot @ Shoppers stop to encourage last mile vs park n Ride *Elevate Missericordia, 170th AND 178, ingore traffic, keep that fast moving.
Stony Plain Rd is a "walking street" that would benefit from an At-grade LRT. Above and below-grade options would ease congestion on cars, but the cost makes those options prohibitive.
Traffic congestion will be horendous at 149 Street & SPR. Must put LRT above ground. Review traffic shortcutting thru WJP & parasitic parking in WJP. Would prefer LRT above ground from 149 to 156 Street. SPR will also be very congested, will deter shoppers.
Considerations is informing residents in the area being developed before the disturbance to travel and commuting routes.
This is a very busy intersection. There needs to be a grade separation between the vehicles and the LRT at this location. It will be worth the \$200 million to build it.

High traffic area, requires above or below grade intersection, above grade is not relatively much more than having track at grade, area is commercial and better equipped to handle above grade tracks.
No left hand turn access from SPR to businesses will result in no reasonable access. These businesses will have no chance of survival with poor & round about automobile access. Left hand turn access is imperative to the survival of these businesses. Please have the appropriate person contact me to discuss business impact.
Our concern for the 149 St. crossing is safety for pedestrians. I use the zebra crossing at 148 St. & Stony Plain Rd nearly daily. I use it nervously and very carefully, checking, in turn, each of the four lanes. It will be that way at 149 St & Stony Plain Rd.
An integrated urban rail line would be great to place at grade in its entirety where possible, but Stony Plain Road is a primary connection corridor from downtown to the west end. Creating gridlock at that location, similar to the Metro Line crossing @ Princess Eliz or 114 St. near University Ave would have an even greater impact at this location.
Why is at grade being considered to start with when it's no different than a bus? I cannot see the benefit. Starting & stopping with lights won't hold up traffic - but - you've already doubled the vehicular wait times by removing 2 lanes - and - LRT users don't have less travel time because, again, they're waiting for lights just like buses.
Businesses along Stony Plain Rd will be affected by lack of left turns into the side streets -- losing customers. Consider looking into converting 103 Ave west of 149 St. into an access opportunity -- This would require changing signalling on 149 St north of Stony Plain Rd to allow left turns onto 103 Ave.
1. Parking for commuters 2. Minimizing noise levels
Keep left turns from Stony Plain East to 151 North. There appears to be enough space for a turn lane if tracks move slightly North.
Might not using this intersection already congested, merely add to same?!
The access to the business on the northside and southside and to 151 St. going north from 100 Ave
Business impact during Construction of the Route
Please take a step back and see about planning for the future. These plans are out of date. This is a big election year! Please rethink.
For 142 St & 149 St you have significant interactions with vehicle traffic. Moving the LRT off grade would improve the flow of both vehicles and LRT
Traffic flow & signalization Consider traffic congestion Bicycles should not be prioritized
The distance Seniors will have to go to get on it. - Safety issues - Crossing locations for cars to get out of the neighbourhood

The City is basing this plan on the past - not the future, as a transportation expert just explained to the Transportation Committee. Stony Plain Rd should not be reduced to one lane in each direction!! Doing so would cause terrible congestion. If a car has to turn left, or if there is an accident, traffic will be backed up for several kilometres.

I am so tired of improvements on-going. I will have LRT 5 blocks north on 149 St & 5 blocks west on 95 Ave. - I would like to see a decrease in my taxes for my inconvenience - not more levy bills - to date we have had 2 levys on top of year end taxes -

Please finish improvements! once & for all. Aren't you tired of spending others money?

impact on neighbourhoods & cutting through by vehicles  
- ease of pedestrian/cycle crossing.

The traffic at this intersection is extremely busy right now. The LRT needs to be put elevated at this intersection. 149 St. busy route to Whitemud Freeway & Stony Plain Rd busy heading to Spruce Grove, Stony Plain etc.

Why aren't you asking-> grade, above grade, below grade??  
Effect of traffic disruption on neighbourhoods. If left turns are blocked, travellers will proceed N on 149 then west thru residential to end back south. GO WITH ABOVE Ground  
- Snow Removal - currently pitiful - one Northbound lane N of 149 is always blocked with dumped snow

You aren't gathering quantitative data.  
Why no presentation?

At-grade crossing would in my opinion be the most advantageous. Below grade would take up too much space. It is important that pedestrians & cyclists have a safe way to cross the intersection. At the moment 149 St / Stony Plain Rd as well as the intersection 100 Ave - 149 St are not safe for cyclists / pedestrians. This should be considered for changes now.

It is important that since such an urban, populated road was chosen for the route of this train, that we stick to the integrative approach that minimizes impact on neighbourhoods near the line. Tunnels & above grade crossings reduce the neighbourhood feel & make it feel industrial. Given the reduced car traffic due to 1 lane in each direction on Stony Plain Rd, I favour an at grade crossing.

Children commuting to schools  
- traffic flow  
- business accessibility  
- opportunities for connectivity of transit, place neighbourhood and art

Important to balance costs with change management & public acceptance. This is a high volume corridor and careful consideration needs to be given to the balance between maintaining traffic flow and the cost to either elevate or bury the crossing. Some lessons need to be learned from past choices around LRT which continue to have significant negative impacts on neighbourhood Access and commuting. Do have a public discussion on the choices between higher costs at This intersection versus impact to traffic flow.

My name is \*\*\*\*\*. My company \*\*\*\*\*. Ltd. owns the shopping strip located at the \*\*\* corner

of \*\*\*\*\*. The new plan shows the access to our property from Stony Plain Rd. as one way egress only. Now it is used as an egress and access. I spoke with Ferhan who was very helpful in explaining and I expressed my concern. Ferhand said that there may be a way to keep this access, and improve it, so it is open for access and egress. If it changes to show one way only, the concern is for the businesses in the centre who may lose traffic into the property and make there business not viable.

No need for curbs - (no need to step up off sidewalk)  
 Go straight to European design - low profile car level at road & sidewalk.  
 Be sure cars have room for bikes - AND DURING peak times.  
 Ensure people / depts re-doing sidewalks like on Stony Pl Rd west of 149 St & putting in bike infrastructure have regular meetings inthe city w. LRT people.  
 Get rid of the silo mentality & make sure the right hand knows what the left is doing.  
 Forget limiting left hand turns onto 124 St. to go North from Stony Pl. Rd.  
 Forget no left turn @ 124 St. Westbound on 107 Ave to go S on 124 St.  
 DO NOT force existing traffic onto 1 or 2 already busy roads like 149 St & 127 St.  
 More bike infrastructure please! AND huge education campaign for use of it & LRT!  
 Train (excuse the pun) people to go in the ----- & out on the right- not  
 Finally - send a team to Vancouver & Europe (Munich) to see how to train citizens e.g. to get out of their cars & use public transit.

This presentation was disappointing in several ways:

1. It included other issues when it was promoted as being focused on 149 St / SPR and for which a detailed & specific set of recommendations was expected.
  2. Citizens need information that takes into consideration the "big picture". Examples of concerns in this regard include:
    - a) congestion at 149 St / SPR will result in traffic flowing along 87 Ave & 142 St. Has this been considered?
    - b) What if EPCOR constructs a storm drainage tunnel along 149 St and a tunnel is the option for 149 St / SPR? Two opposing tunnels & 149 St down to one lane because of access shafts every ~400m or so?
    - c) The elimination of the parking lot at GMCC will result in more "on-street" parking (when residents are already upset with densification) and possibly limit access to the GMCC campus and uses.
    - d) SPR is already narrow and with poor flow. The LRT will make it worse. IF there are other plans (such as diversion to 107 Ave) what are their specifics?
    - e) Merchants on SPR may be affected severely by the lack of parking.
- In closing, the City needs to present the "full scenario". Planners need to do a MUCH better job of seeing issues from the perspective of local residents.

Primary concern is how will residents of Grovenor & Crestwood access the LRT stop, that is, easy access for large #s of pedestrians to cross 149 St. Also, try to avoid overbearing infrastructure. 2 options seem like they would work: dropping the roadway below grade & having a 4-way ped connection on surface to cross the street & tracks.\*  
 Or moving the station to a cut & cover station right at 149 St, with access from all 4 neighbourhoods without crossing the street..

[drawing provided illustrating 4-way intersection below grade, with 4-way pedestrian crossing

at grade]

At-grade is also an option, and offers the best opportunity for integration, BUT needs to slim down the 149/SPR intersection. The 2012 design is very pedestrian unfriendly, will cut off Crestwood & Grovenor from LRT access. There's no reason to spread out 1 lane of SPR traffic into 1 through & 3 turning lanes.

(frequently bike & walk across @148 St., 3 times per day)

How will customers access my business on 150 Street during and after construction? There is a meridian running down the avenue (102 ave), so they cannot turn left onto 150 Street from 149 Street direction. I'm assuming at some point the entire Stony Plain road@ 150 st will be shut down for construction (my business is located at \*\*\*\*\*).What are your plans for customer access to my business? or my access?

Also, am I to understand that cars/pedestrians will only be able to cross Stony Plain at major roads (149, 142, 156, etc.) - no left turns anywhere else? That is not acceptable.

I'm also concerned about the noise outside my office - while I am not totally opposed to the project, I need to know the impact on my business. Do I need to move? I heard from a rep there will be a train passing every 5 minutes. That is a lot. Also, I live near 107 ave - What will be the impact i.e. increased traffic along here?

- The lifestyles of the residents in the surrounding/affected areas that are proximal to the proposed line.

- We should have the freedom of entering/exiting our neighbourhood when and where we choose.

- We should have easy access the River Valley rather t

- should be underground (not at grade or above)

- at grade reduces lanes; causes delays at traffic lights; jaywalking; reduces the number of intersections that you can turn left

- talking to others there is a lot of information not being shared/publicize

I'm not here about this crosswalk per say. I'd like the whole project scraped in an ideal perfect world. I'd love a downtown loop. - get people going from restaurants & bars downtown to Rogers Place for a game or concert, a museum or event at the Citadel. I'd like to go from 124 St to Jasper Ave to the Ice District & back to 124 St. (I live in Westmount) The idea of mass transit is to get the largest amount of people moving the fastest. Take the 20,000 people @ the Ice District to & from bars & restaurants not suburbs & malls.

If the city goes through with this terrible plan, I'm concerned about the change with left hand turns being disallowed on 124 St going North. 127th Street is @ risk of seeing greatly increased traffic from people who want to go North. This will create tons of traffic in front of WestGlen School. This is a neighborhood school that children walk & play on. This must be fixed.

well the meeting for my area was held yesterday but I only received the card today!which leads me to believe it was NOT important to make sure we had this info BEFORE the meeting. so therefore not important for my opinion.

Don't slow down the train like the Metro line to NAIT. That was a fail for the City of Edmonton.

Effecting access and parking for area businesses. If too congested people will stay away from area.
Please don't keep replicating the problem of disrupting traffic flow for the drivers. This city is crazy and you keep doing the same errors. Pay more. This is a project for the next 100 or more years. Do it right.
Stop worrying about traffic and worry more about ensuring the neighbourhoods connected by this line are vibrant places to be. For people, not cars.
As traffic will be reduced on Stony Plain Road, the north-south streets need to allow vehicles to easily pass to get to either 100 or 107 Avenues. The 149 Street crossing should be built so not to add to wait times but should also not have a massive visual impact on the small-scale neighbourhood feel (no massive overpasses, etc).
Vehicle traffic obstruction
Grade separation!
Vehicle congestion. Number 1.
We are a winter City full of drivers! It will be expensive, but underground is probably the best consideration to not mess with traffic like the past 2 lines.
Grade separation will not fit in with the retail street feel of Stony Plain road; however, we must learn from our mistakes on other LRT projects in the City. I prefer a below-grade crossing. If an above-grade crossing is decided, extra attention should be placed on the design of the columns and supporting structure to give it a more interesting look.
to not screw up this intersection like the city has screwed up others re: university ave, 51 ave, around nait, etc. have u learned anything? lol
Because of the financial cost and project delays, I am OPPOSED to elevated LRT station at 149 St and Stony Plain Road. For the same reason, I am OPPOSED to underground track at 149 St and Stony Plain Road. With the current design of the project, the Valley Line West is expected to be completed in 2024 (at best). Any changes such as elevated LRT station or underground track will delay the project. I have been following events since 2012, and I am wondering when it will ever be finished...

## ***Appendix 2 – Detailed comments***

### **Part 1, Session 2**

<b>What are the issues, opportunities or considerations the City should take into account when reviewing the LRT crossing plans at Stony Plain Road and 178 Street?</b>
Stairs from Groat Rd sidewalk onto bridge over Groat Rd. on Stony Plain Rd. Yes to extending elevation past 178 St.
West Edmonton Mall draws a lot of tourists. They are not familiar with city intersections and currently have issues navigating 178 St and 87 Ave. An at grade crossing even synchronized to lights, will confuse them further, increasing accidents and worsening traffic beyond what your simulations show. Above ground for 178 St. crossing would solve this problem.
Would placing the LRT line in the middle (elevated) of 87 Ave solve more problems than it creates? (Pedestrians, traffic, sightlines) Consider pedestrian access to the WEM from 178 St, and access to the transit centre from 178 St.
BRT is a MUCH BETTER OPTION. Stop this street level system NOW!! Underground is better & cheaper in long run. We need RAPID TRANSIT not SLOW trolley. Where are the estimates - true contract estimates for underground & elevated? Present TRUE numbers to public not guesses!!  If you insist on going against public wishes & put it street level then intersections MUST be elevated in the west end!
The traffic & high collisions in this area must be considered Alternate routes that cars take must be protected i.e. 189 Street LaPerle - Parkwest - Aldergrove. These are residential areas & should not be used as alternate routes because of congestion. Speed bumps should be considered.
Not affecting traffic in any way at 170 St. & 178 St. - Go over both. If you do not have adequate free parking at Lewis Farms do not build it!
Don't build the train at street level! Build it underground - climate changes brings more unstable weather - maintenance will cost more and more.
A. Please don't build the LRT to the West End B. If you don't listen, build it above or below ground or not at all! C. With 25 stops, it will stop way too much & be much too slow and will congest traffic. Don't do it - look at the NAIT fiasco. D. 80% of traffic is vehicular. 18% transit 1-2% bikes in summer. Why are you building for 18% of travellers?
1. Wishes of citizens now, not 10 years ago. 2. Learn from European engineers. 3. Please consider underground possibility from Misericordia Hospital to 182 Street.



<p>The neighbourhood, the noise, and impact the environment. The safety of all pedestrians around as well as the children.</p>
<p>This is an expensive "bus service". I am not opposed to the LRT but this line has too many stops. There should be stops ONLY at MAJOR centres, intersections and feeder buses from the neighbourhoods to them.</p>
<p>Expropriating landowners NOT building LRT in their yards. This system could be better served thru Bus Rapid Transit. NO GRADE LEVEL Crossings Run Down the middle of 87 AVE raised and lower at the Aldergrove Park dry pond.</p>
<p>It is an intersection with a high volume of traffic and would be best elevated for safety and traffic flow. Overall comment - there should be NO loss of existing roads, I am certain it will be shown in the future as a major mistake.</p>
<ol style="list-style-type: none"> <li>1. Consider the experience of European engineers</li> <li>2. Consider the opinions of citizens</li> <li>3. Consider the experience of bike lanes on 95th ave and 156-170 St.</li> </ol>
<p>I own *****, my back yard backs up to *****. Will my property be affected? Will a sound barrier wall be installed behind my property? What steps will be taken to prevent property damage (trees, foundations, etc) while this work is completed? How will this affect my property value?</p>
<p>Should be elevated or underground. Don't like the idea that the train would have to stop at traffic lights (like the cars). That is defeating the purpose!</p>
<p>Absolutely crazy to have at grade crossing: Already extremely busy intersection. Population continues to increase and the mall expands often: 5 to 6 block backups are daily occurrences. I live on 189 St and 500 cars daily bypass on our street. Please learn from all your previous mistakes!</p>
<p>- make a Pedestrian Walkway across 87 Ave with the transit crossing 87 Ave from Northside to Southside Crossing. 178 Crossing should be elevated.</p>
<p>The long term effect of traffic delays potentially involved in an at grade crossing as well as the cost benefits of an at grade crossing; though I assume that these pros and cons have been thoroughly investigated already. The above grade crossing is desirable as an individual who drives a car most of the time, but I realize that there are many pros to maintaining the at grade design.</p>
<p>Not wasting tax payers dollars with the LRT. Having designated express buses to downtown will be more fesible. It seems that our city council has no business sense. Just put it in and tax payers will pay for the mistakes made. All city council know what to do is raise taxes.</p>
<p>- the speed of the trip -traffic congestion. I think the crossing should be elevated at 178 St &amp; 87 Ave.</p>

- Noise for neighbouring properties
I still think the most suitable route should be to build track east on 87 Ave and cross the river to link at the university. Yes there likely is more cost but it would be far superior system, that is here for decades to come.
- this area of Edmonton is not growing thus no need for LRT should go to southwest via 170 to Whitemud and then west. - 87 Ave already congested
Cost of going above or below. Traffic congestion around West Edmonton Mall. Noise to houses that will back on to the line (87 Ave)
At grade because right now it is very congested, trying to cross 178 St 87 Avenue get very frustrated for me.
Issue - 87 Ave services all the west area of Edmt including new areas Windermere, St. Alberta, Morinville, Stony Plain Spruce Grove etc. All these communities enter the West Edmt Mall area from the Hendey. Huge traffic issues on weekends & holidays or special events at Mall. Hockey Tournament - The Brick
- this is a very busy intersection at all times of day. - it is especially busy at peak times of the day, when there are events at the mall, the end of NOV thru beg. of JAN, etc. - the elevated track from West Edmonton Mall should be extended over 178 St.
Cost & value for money. I feel that the current plan has an elevated guideway from the Misericordia past 170th. This could be a reasonable cost for keeping traffic moving. @\$70M I feel the money could be spent relieving traffic at the CN/CP rail crossings ie. 50th/75th/17th ?
Traffic and noise. With Anthony Henday, 87 ave is becoming busier as well as 178 st. both roads should be widened along with the LRT being raised over 178 st to eliminate any further congestion
The current LRT plan is elevated at WEM and should continue over 178 Street to the Misericordia.
Should construct above ground grade at 170th St, 178th St. & W.E.M.
Please Elevate the train across 178 St.!!!
Why not keep the LRT raised from 168 st - west to approx 180 street. Freeing up 2 Major Intersections 170 st & 178 st For Free Flowing traffic N->S on both roads. 178 st would not have traffic interrupted by LRT. Cars.
Pedestrian safety Left turn safety Visibility issues for vehicles Downtown stops too close together (less stops quicker transit times)
While there are cost considerations to an aerial option the Long term costs of train interaction at 178 St is well worth the extra cost of crossing above grade. Not blocking the intersection will save time for people & the train in the long term.
When train is above grade to cross over 87 Ave and 178 St Noise levels and privacy issues will

be a huge concern for property owners. Whats the plan to address this issue?
<ul style="list-style-type: none"> <li>- Shouldn't impede traffic without impeding train</li> <li>- cost</li> <li>- shouldn't be at grade</li> </ul>
<p>Traffic - location is used near as much as 170 St.  Cost of running track above grade is minimal, consider the delays at the southgate, and nait LRT crossings.</p>
<p>House shaking issue</p> <ul style="list-style-type: none"> <li>- intersects busy already with amount of vehicles, wondering how City is going to solve the issue with adding LRT line in addition to the situation nowadays</li> </ul>
<p>Valley Line should be elevated or underground at all intersections from Meadowlark Mall west on 87 ave to 182 St. Hospital access needs to be clear on ground level by all surrounding streets 163 T. 165 St. 170 St.</p>
<p>Traffic turning left from 87 Ave to 178 st. In winter it already takes up to 4-6 light changes and normally 2.</p>
<p>I think it should be elevated over as we only have the option of going north or south from our complex. We have all the traffic from Lessard Drive / Anthony Henday coming past us. All day &amp; night. Worth the extra expense.</p>
<p>Traffic around hospital should not be interrupted. by the LRT. The situation around the Royal Alex has to be avoided. It is an nightmare with ambulance having to wait for the train!</p>
<p>The traffic @ intersections on 178 street &amp; 170 street. this area is already congested. A preferred option would be to elevate the track to prevent this.</p>
<ul style="list-style-type: none"> <li>- Very busy north/south route at many times</li> <li>- 178 st &amp; 170 St are only major routes into Callingwood area</li> </ul>
<p>This is already a congested intersection with eastbound to northbound turning traffic regularly backing up all the way to 182 St. Don't make this worse.  If the rail is elevated from Misericordia Hospital to WEM, probably keep rail elevated across 178 St.</p>
<p>Should be a bridge  At grade traffic nightmare  Should be elevated from WEM to Lewis</p>
<p>178 St traffic volumes  Safety, particularly for turning movements 87 Ave &amp; 178 St. are relatively high collision intersections  Noise impacts</p>
<p>The intersection at 178 St &amp; 87 Ave is very busy. There is so much traffic it is hard to turn left. There are lots of accidents that occur between 182 St &amp; 178 St. Adding the LRT at road level will only cause lots more problems.</p>
<p>Traffic congestion on extremely busy intersection. ELEVATE OVER 178. Do not punish cars for the sake of LRT. LRT is not always a practical option for most of us. Spend the money and do it</p>

right. Put it in the air above 178 and allow for vehicle traffic uninhibited. PERIOD.
The traffic flow. This intersection is very busy already. If building at grade make sure it doesn't end up like the LRT issues from U of A to Southgate.
This intersection is ridiculously busy at almost any time during the day, and especially at rush hour, summer months and Christmas. It would be a terrible mistake to put the LRT crossing at grade! The elevated portion should absolutely be extended west across 178 Street.  also - please ensure there are crossings provided across 87 Ave at 182 St. and 189 Street. Aldergrove currently has 3 access streets and 2 of them are 182 St and 189 St.
The amount of traffic being effected by keeping the LRT at ground level. This will potentially increase the amount of accidents to an already high collision area. Put the LRT above 178th St.  I have 2 concerns - I live at *****. 1. How will I be compensated for the loss in value of my home? (Lowered property taxes?) 2. Having a sound fence along my property on *****and along the walking path which borders my home. * I wasn't able to get any answers to these questions tonight, and I do realize that the point of tonight's meeting was to focus on 87th Ave & 178th St. intersection.* my email: *****
The entire route needs to run at a reasonable speed. If it runs at the same speed as current buses such as Route 4, it will be disappointing. I would like a rapid transit solution that will get me from the west end to downtown effectively. There is an opportunity to move the crossing below grade, similar to the Capital Line. While this is not the same as the Capital Line, cars drive through tunnels - why not an at-grade train?  One of the most important things I don't want to see is a cascade of service changes. I'm worried that my current bus route, 104, will be reduced or cancelled due to this new route, & my commute will be slowed, so that I am not as incentivized to use transit. Please don't make these changes except where the ALRT replaces existing routes by going down the same streets.
Our house ***** appears to be ***** impacted. I would rather our house be bought by the city because we will not get a fair market value. I am concerned about the noise and traffic. I would like to be considered as a neighbourhood Liaison.
87Ave/178 St. is an extremely congested intersection on the best of days. Summer tourists to the mall and Christmas traffic are the worst times, but realistically the west end has grown so much that the holiday also feeds to that intersection for those going to the mall as well. Above grade over 178 St / 87 Ave. is of the utmost importance. You can't please everyone though and there will be homes affected by noise, disruption and change is hard. Progress is hard. I want to keep an open mind during this change. I tell myself that it will benefit everyone. That being said, I hope the dialog remains open honest and comes in a timely manner. Do not drag this expansion/build out for 10 years. (I am aware its financially based as well)
1) 178 st is one of two North/South passage ways into the Lyburn / Callingwood / etc. neighbourhoods. Any further traffic delay caused by the LRT would further back up heavy rush

hour traffic.

2) The LRT is already raised, starting at the Misericordia and at WEM. Keep the LRT elevated to minimize tytraffic congestion on 178 Street.

3) WEM is a tourist attraction for the city. Keep it simple to get to by minimizing the traffic flow around the mall.

Concerning the three crescents south of the 87A/178St intersection:

(a) there is only one way in & out of each crescent onto 178Street

(b) during peak hours, it is SIGNIFICANTLY DIFFICULT to enter/exit traffic onto/off of 178 Street due to line-ups - in both directions - North & South

(c) with the current proposal for the LRT the time necessary for the south turning lanes off of 87 Ave (on to 178 st) will have to be adjusted creating longer wait times for North & South traffic on 178 Street. Therefore, line-ups on 178 St would be longer, creating even more difficulty entering or exiting the three crescents south of 87 Ave.

(d) Suggestion to extend the elevated LRT line west of 178 Street to eliminate further traffic congestion.

Residents in Thorncliff already have so much negative effects from West Edmonton Mall and the WEM ETS terminal - people using the neighbourhood streets as a Park N Ride location (especially ETS drivers!), youth using the terminal as a means of transportation to go to "the drug hill" in Thorncliff along the pathways (yes, EPS is aware of it), WEM is not respecting City sound bylaws at night (scraping their parking lot in winter months, exceeding the sound level that bylaws allow adjacent to residential properties, blasting music until 2 am during "Soundwave" events at the waterpark - music that is loud enough to hear blocks away). In addition to the high traffic volume that WEM brings to the area, including a lot of traffic shortcutting through Thorncliff - right by the two area schools - in an attempt to avoid the 178 St / 87 Ave intersection. The LRT should be planned to have as minimal impact to these residents as possible - many of these residents have lived in the area for much longer than WEM has been there!

The current concept plan has the LRT ramp ramping down at the end of Tomahawk Trail Tomahawk trail is a shared multiuse pathway that hundreds, if not thousands, of pedestrians use daily. Having the LRT track down down where this pathway ends at 87 Ave will likely result in pedestrians whom do not pay propert attention, possibly being injured by the train.

Tomahawk Trail is also frequented by intoxicated people at times and having the LRT come down to grade near the end of this heavily used multipathway will likely become an invitation as a challenge for these intoxicated / stupid people to climb the rampway, this again increasing the chance of pedestrian injury/fatality. The pillars/supports for this rampway will at least provide a new canvas for the many graffit artists that love to tag the area at least.

As a driver that uses the intersection of 87 Ave / 178 St frequently, having the LRT at grade seems VERY dangerous. This intersection already has a high number of people whom run red lights to make a left hand turn from 87 Ave both eastbound to 178 St northbound, and even more frequently, westbound 87th Ave to southbound on 178 St - right into the proposed tracks at grade level. While light sequencing will be set for the safety of the LRT and people whom follow the traffic signals, this can prove to potentially be fatal for those whom are stupid and run the red light at this intersection - the chance of a vehicle hitting a LRT train at this intersection as a result of driver error is huge. While it would be great if everyone followed the traffic signals, not everyone does - please keep in mind that this is not just a busy

<p>intersection but its also an intersection that many visitors to edmonton, especially tourists use, and having the LRT at grade level will just confuse them more.</p> <p>Most ideally the train should run the full length of 87 Ave alongside WEM on the north side of 87 Ave. This would leave all the beautiful mature trees along the south side of 87 Ave intact, provide the safest means of travel for all the citizens that use Tomahawk Trail, and preserve more area residents homes and yards from become a "fishbowl" view to passing trains.</p>
<p>Please learn from mistakes made at previous high-traffic LRT crossings - this intersection is exceedingly busy, especially at rush hour, and July &amp; August &amp; December (due to West Edmonton Mall). I understand the new LRT is meant to cross on green lights, but it will definitely add to the congestion which will already steadily increase due to vehicles. Please extend the elevated LRT section west and over 178 Street. Thanks</p>
<p>I attended the Aldergrove session last night which was well-attended - thanks. I was happy to see crossings are planned on 87 Ave at both 182 Street and 189 Street. I live in Aldergrove and there are only 3 road accesses in to our neighborhood, including these 2 on 87 Avenue.</p>
<p>I was away june 29th and could not attend in person. Some of the main issues that will directly effect me is the distance from my back fence to the tracks! I live at ***** and the present design just does not leave room for my fence. does anybody from the city will talk to us? If 178street crossing is built ground level then the city does not understand or don't care about its residents just MONEY. I used to get automatic emails from the city regarding LRT news but that stopped as soon the west leg info sessions started. WHY may I ask? ***** please add me to the mailing list</p>
<p>Foot traffic in the area including kids that need to get to and from school.</p>
<p>Opportunity: At this intersection, the LRT is already on an elevated track east of 178 Street, and the next station/stop (Aldergrove / 182 Street) is far enough from the intersection that the stop can be kept at-grade even if the LRT is elevated above the 87 Ave &amp; 178 St intersection. Hence, extending the elevated tracks over 178 Street would not significantly add a "visual and physical barrier" for the neighbourhood. Considerations: 178 Street is, just like 170 Street, a major connection to Whitemud Drive. Learn from the mistakes made on the South LRT at Southgate Centre.</p>
<p>I have no feedback to share regarding this intersection.</p>
<p>This intersection is often quite busy with lots of traffic. Any crossing at grade would be a nightmare for the area, making drive times up 178th st even worse than they already are. The train should be elevated over 178th st, or go under it. Either that or dip cars under / over the train line. Either way, no crossings at grade. They just don't work well.</p>
<p>I have had the opportunity to attend an info session for the crossing of 87 ave and 178 st. Must admit, it was poorly advertised and last minute. My issue/ concern with the proposed plan: It is a busy intersection, have the line going on the ground (similar to 109 st south side or 111 ave Kingsway area) will create a lot of backlog on 178 st especially during pick hours or after hours (green light takes forever to turn for less busy street). It was stated that the proposed lines would run along the traffic with the same traffic lights as the cars, than how is it different from the bus? LRT should be quicker, that is the whole point of it but from what i learned, it whether going to be just like 111 st or the bus and neither of those options are optimal. To have it elevated brings another issues. It might somewhat solve the issue of the</p>

congestion of the intersection, it creates another issues with elevated tracks going all the way from the hospital. Having elevated station in front of the WEM will result in a monstrosity of a structure that is very noisy constantly. It will bring down the value of the area south of 87ave between 170 st and 178 st. Now those houses would be facing a "jail" sound barrier wall instead of one of the best attraction of Edmonton. I believe project developers should learn from the past projects and the short falls and try to efficiently improve them. Don't just do a "check mark" job, do it right the first time.

Keep the train at grade

1) Proposed at-grade design: another nightmare that we already face by south gate and NAIT. We are looking at the delays of 20 min and more for that intersection. It will cause more congestion for travelers south/north. Turning left onto 178 st from 87 ave would be practically non existent. During winter (and it is main season for Edmonton), collision rate will increase (based on some research on-like cities). It will increase the risk of accidents for bike/ pedestrian crossing. Many teenagers and others that work at the mall actually walk through that intersection. I was one of them when i was a student. 2) Elevated: could work but that means it has to start being elevated before 170 st intersection. It might solve some of the congestion issues, it creates others problem. Noise for the residents south of the Mall. Now those residents would be looking at the train and not our beautiful mall, and train passengers would be looking at other backyard. Big sound barrier wall would make it look/ feel like an asylum from the rest of the world. The platform that would have to be build for the WEM station would be impractical especially during winter season (6 month of the year). 3) Underground (MY VOTE): i understand it is an expensive option but it is one of those cases where quality over quantity prevails. Short term pains will bring long term gains. To have the line go underground from say hospital to after 178 st, is the perfect solution. Aesthetically, busy intersection functionality and noise concerns will be solved if it goes underground for that section. It will not interfere with busy intersection (178st/ 170st and 87 ave). It will be safer for motorists and pedestrians. To have the station connect underground to the mall would be fantastic, people would be more incline to take the train to the mall during busy xmas times, mother with kids. You wouldnt have to wait in snow/ heat outside.

LRT should not only be reliable but also fast and frequent if you want to attract more people who would typically drive. Grade separations would help make the LRT run better. Think also about the people who need to take buses to access the LRT (e.g. people from Callingwood). It would be so annoying to miss the train if my bus had to stop for minutes at the traffic light. The LRT is already raised at WEM so why not raise it just a bit more?

Visual - DO NOT elevate it, leave it as the current design, At-grade

Sound - We back onto the north-west corner of 87th and 178 Street. There is now an environment wall behind our property and we DO NOT want to see it any higher than it is already.

My wife and I attended the session last Thursday speaking with Jacques, who agreed with leaving it an At-grade design. We are the original homeowners (40 years) and have a strong interest in what will develop here.

NB/SB 178 Street is a major route from/to Stoney Plain Road, Whitemud Drive and the Anthony Henday (moreso than 170th Street which allows traffic from Whitemud Dr and Stoney Plain Rd/Mayfield Dr.) As discussed at the meeting, at a level-crossing the train would

only hold up traffic for about 14 seconds but what wasn't addressed was this only applies to the NB/SB traffic. A lot of vehicles approach the intersection in 14 seconds and that means a lot more traffic will be impacted and for more than 14 seconds, especially if the 2nd train happens to come by - that's 28 seconds of impacted traffic. Also, by using a level-crossing at 178st and 87ave you would be forcing more unwanted traffic in both direction along 81ave/175st past 2 elementary schools, and even tho there is a posted speed of 30Km, that amount of traffic will disregard the speed limit. The best thing would be to elevate the train until past 178 street.



**Appendix 3 – Detailed comments****Part 2, Session 1**

<b>Please tell us what you would like Council to know about:</b>
<b>LRT Crossing at 87th Avenue / 178th Street</b>
<b>(Recommended change from ground-level LRT crossing to elevated LRT crossing)</b>
yes it should be elevated
connecting WEM end hospital with overhead pass
recommend LRT Crossing elevated Crossing
This whole LRT system should be put on hold until there is a new Council
Please. minimal change to avoid a huge headache
Great. fix the interchange for car traffic
I like the recommendation
yes please
LRT should be overhead, or not built until such funding is available
If LRT goes through this is a must
agreed. use elevated Crossing wherever possible. too bad the whole system couldn't be elevated like Vancouver SkyTrain
absolutely
the LRT Line should be elevated before the intersection and to the West in order to avoid/ minimize impact at this important intersection
178 must be elevated due to traffic north / south
okay
good idea
main roads should have the LRT elevated
elevation is good
this needs to be elevated. There is already so much traffic congestion in the center section. Having the elevated crossing over 178 is the only option.
elevated station at Misericordia is nice ( or it looks nice/ effective in the picture) elevated at West Edmonton Mall good. Make sure ambulance access at Mis is not compromised
No LRT until all problems are worked out on the existing structures
I think this needs to be elevated
elevates The Crossing, I have been informed that it is three times the cost and I would still want

the tracks raised the entire way to Lewis Farms
why is the city not using the LRT built by WEM underground?
the change is needed. Elevated or underground Crossing is very important for this intersection.
should be elevated from east of 170 Street to west of 178th Street
I support elevated Crossing of 178th Street. Increase is cost and visual impact but I believe maintaining the functionality of the Road intersection gives a net benefit
Absolutely necessary!
yes
the whole project is not needed, not wanted and unaffordable. Also it is inflexible and disruptive.
we agree with the change. Very good.
Prefer elevated Crossing. not at grade. Reason: mobility of traffic greater importance than cost; leave lasting Legacy of prudent infrastructure building. Underground Crossing won't work at You Tube drainage concerns, and more costly than elevated.
great idea, this intersection is just as busy as 170th Street.
Agree with change
I approve of the change at 178th Street. I am wondering why the cross over to south side of 87th Avenue should not occur until 180th Street by field.
it is important to elevate this Crossing. Many bus stops along 87th Avenue are being eliminated to accommodate grade level LRT between 159th Street and 164th Street. This is an area with many senior citizens ( including my parents) who rely on and use the bus stops to get around especially since medical conditions prevent them from driving. Please do not eliminate their ability to use Transit by forcing them to use stops too far for them to walk.
like recommended change and have elevation continue across 178th Street leaving it clear for the north-south traffic which goes to Whitemud.
prefer elevated
elevated for sure. Need to relieve traffic at this already busy intersection. Need to consider noise for Neighbors in design.
agree with the proposed change to design
Excellent- Crossing makes sense
I would prefer a raised LRT Crossing, but a level crossing would be acceptable.
please Elevate the line / 178th Street
100% agree
this intersection is already gridlocked frequently, especially on weekends and holidays. Traffic from the burgeoning Lewis Estates development and the Anthony Henday result in traffic backups as far as 189th Street. the problem - cars trying to turn left (north) from 87th Avenue

to 178th Street. Only 5 cars can make it through the left turn signal.

<p><b>Please tell us what you would like Council to know about:</b></p> <p><b>Alignment / crossing at Stony Plain Road / 156 Street</b>  <b>(Recommended change to a 90-degree turn with LRT stop closer to Jasper Place Transit Centre)</b></p>
yes
Have heat walkway from Jasper stop to Jasper Transit Center
neutral
Our city council should take a trip to the south of us to see how it should be built
intersection is going to be a problem. no good solution here
will make major delays on 156. the first one was not any better
don't like it
if LRT goes through it makes more sense
why not go elevated? if not possible then agree with the change
this transition should be elevated to enhance traffic flow
90-degree turn yes. location of Transit Center safety to buses for pedestrians
okay
should be elevated
concerned about stop at Jasper Place Transit Center. Still have to walk a block from the LRT stop to get to the transit center.
this makes sense, given to this close to bus Center and less impact on surrounding businesses/buildings
Sounds like the 90-degree turn will require less property loss which seems like the best option
will this angle involve the removal of several buildings at this intersection?
no LRT until all problems are worked on existing structures
length of walk from Transit Center to LRT station is quite long, especially in Winter. How will snow affect the LRT? As well as the traffic beside it?
The 90-degree option seems to be problematic
Good change.
still have 90 degree turn but relocate Transit Center to 156th Street
I am unsure about this one. If you accept generally slower travel of low floor LRT that may be slowing for the sharp turn is okay to. How many seconds are added to the downtown to Lewis travel time for LRT? Insignificant?
in rush hour traffic moving North and South is already backed up. Patience will be tried.
The whole project is not needed, not wanted and unaffordable. It is inflexible, disruptive, and

does not serve the needs of Edmontonians.
Very good
Recommended auction addresses pedestrian connection to Jasper Place bus terminal better than current alignment. However, train does slow down due to introduction of 90 degree Bend. It's not perfect solution, but best available.
probably the best option available to make this change
relocating the stop closer to the transit center is a positive change. 90-degree turn not a good idea, leave the 45 turns and keep train out of the intersection
N/A
A 90-degree turn will significantly slowed the travel time. Slower travel time makes using the line less appealing and decreases the likelihood that people shift from using Cars 2 using the LRT. Consider and above grade turn that allows less traffic destruction, increases speed, increases efficiency and thereby increases usage.
Agree with the recommended change, to take advantage of existing transit station
prefer 90-degree turn
No opinion
Agree. Improves Transit user safety; Doesn't negatively impact the orange Hub and Parkade
if this works go for it
I would prefer a stop closer to Jasper Place Transit Center
okay
make it a gradual 90-degree turn, so LRT can maintain speed

<b>Please tell us what you would like Council to know about:</b>
<b>LRT crossing at Stony Plain Road / 149 Street (Options still under review)</b>
should be elevated
recommend elevated ( above the Road)
what happened to 111th Avenue route
at grade is impossible to manage. above and below grade make it less bad though far from ideal. big fan of an underpass - but must include a Redevelopment plan to accommodate displaced small business. and that must be very nearby to accommodate residents south of 100th and east of 149th
option 1
elevated Crossing for LRT please
Overhead. too much congestion to be a druid level
bass case looks like 114th Street/ University Avenue and 111th Street/ 51 Avenue. both horrible! option 3 ( ramping 149street under LRT) has way too many ramps to get from SPR to 149th Street. Go with the elevated auction
elevate
Current or option 1 depending on cost re traffic concerns
okay
Elevate LRT
Cars to go under at 149th Street
Underground would be good here. How many businesses are going to be lost in this process?? Engineering will have to decide on Option 1 2 or 3
see above
I would like to see 149th Street traffic go underground. This would certainly help the traffic flow
raise it, for the love of God stay away from ground level Crossings.
Keep elevated unless the entire LRT route is underground.
above ground
I really don't think a tunnel auction is a contender. Do not sabotage the operation of this important intersection for road traffic!!
The whole project is not needed, not wanted and affordable. It is inflexible, disruptive, and does not serve Edmontonians. rapid bus transit is preferred
[ check mark]
preference is 149th Street underpass. LRT underground is costly and possible conflicts with utilities. at grade is highly negative due to impacts on traffic. Plus area is a very high pedestrian/ bike traffic due to close proximity to River Valley. best to separate LRT from pedestrian / bike

traffic flow, and improve traffic by separating north / south 149th Street
underground option much too expensive. Underpass option has questionable Logistics: how do any Vehicles make left-hand turns? Cost of underpass versus elevated? Drainage concerns with underpass, utility relocation .
leaving LRT at grade makes most sense. Underpass for 149th Street traffic a good idea even without LRT
N/A
an above grade crossing is worth the increased cost here as well. An LRT that stops at all traffic lights and restricts its speed you to safety considerations inherent with act grade travel will only be marginally faster than driving and will offer less appeal than driving.
two options- Option 1 is good for the price Option 2 and 3 offer little benefit for signaling time. Option for dig down at allow 149th Street traffic to only flow north and south with no exit or entrance. This would reduce cost and improve rush hour traffic.
prefer at grade
needs to be some sort of separation, whatever impacts traffic flow the least.
Agree with the underpass design concept (Option 3)
can go under- as long as you have proper drainage you know what happens on the Whitemud when it rains
my preference would be either the elevated or underground options; intersection is already too busy at a train crossing at grade would be very disruptive
Elevate the LRT
advice to run LRT low and 149 High over LRT

<p><b>Please tell us what you would like Council to know about:</b></p> <p><b>LRT crossing at Stony Plain Road / 142 Street (No change recommended to planned ground-level crossing)</b></p>
should be elevated
recommend elevated ( above the road)
all city council know how to do is spend our hard-earned dollars
If Yellowhead redevelopment is going to dead-end 142 anyway, this is fine. if you're leaving 142 open at Yellowhead this is going to be an issue.
should be elevated or underground not ground level
No thru traffic north to south across Stony Plain Road between 142 + Groat Bridge is a serious impediment to the community, its walkability and to cycling traffic!
?
has to be at grade. LRT signals and road traffic signals must be synced.
Elevate for traffic flow
Traffic on Stony Plain Road should be two lanes of travel in each Direction (WB & EB). Left turn lanes are required for both directions of travel at 126th, 125th and 124th streets, otherwise the current design will adversely affect access to residential and commercial developments on both sides of Stony Plain Road. All directional access and lights are vital at 125th Street. How much land on the west side of Stony Plain Road?
like existing
okay
Elevate LRT
I hope the Landscaping this area will not be to defaced.
see above
N/A
Dear God no
It seems this will demolish the building that my chiropractor This seems very expensive. Are there other options for the tracks?
Too bad we could not go underground all the way. The no change is the second best option.
ground level crossing at this major intersection is going to create major traffic disruption. Cars will still be going downtown as people need their cars for the type of job they do. It is a pipe dream if the city thinks everyone is going to stop driving downtown.
This is where two existing arterials (Stony Plain Road and 102 Avenue) merge to 1. It is complicated already. Pay attention and achieve the best possible solution.
the whole project is not needed, not wanted and affordable. It is inflexible, disruptive and does not serve edmontonians. Rapid bus transit is preferred



good
Pursue close integration of 142 Street stop with residential development immediately to the north. There is opportunity ( low-hanging fruit) to capitalize on
westbound traffic is definitely the issue, traffic coming from from 102nd Avenue and Stony Plain Road.Considerations for pedestrians?
okay
N/A
Again, an above grade crossing offers savings, in the long-term, with lower maintenance costs due to reduced crossings and reduced stopping and starting. In addition, the train can travel at higher speeds there by becoming more appealing two users and generating more revenue from fares. Invest in an LRT System worth using. We will save \$ in the long run.
prefer at grade
I'll Trust the design team on this one. Hopefully, it won't impact traffic too much.
May work just fine!
Good
I agree that a level crossing is the best option here
Elevate - this is close enough to Stony Plain Road / 149th Street that there is probably Synergy between the two Crossings / intersections
same as 3

<p><b>Please tell us what you would like Council to know about:</b></p> <p><b>Downtown-area alignment / crossings (Options to be developed in coordination with Centre LRT study)</b></p>
Make one common stop as connection to Capital line and metro line
recommend elevated (above the roadway)
there is no good option.. I don't envy the guy who has to choose the least bad one
in many countries and cities, grade level LRT and road traffic intersect with just signals, not Crossing arms, without difficulty. are we such bad drivers? the neighborhood access to SPR in Groat Estates as shown is awful
should all be Underground
Removal of all directional access and lights at 111th Street and 110th Street will hurt businesses on South side of 104th Avenue. An all directional access and lights at 110th Street and 104th Avenue. Elimination of the lights and access will significantly affect ( i.e. adversely) Business and create traffic flow through private properties creating expenditures for policing traffic.
okay
no opinion
Looks good. Please ensure pedestrian and bike connectivity is maintained to preserve our burgeoning downtown people environment.
will there really be room for cars and trains in the section east of 124th Street. Will be nice access to MacEwan University as a positive.
fix the problems
104 will be a Gong Show with street-level LRT
Coordination with other LRT is very important
Will Valley Line coordinate with (a) other downtown LRT proposals (b) Downtown traffic flow and © downtown bicycle lanes? Are you prepared to sacrifice a bike lane to mitigate impact on car traffic? or do you favor the 1% cyclists.
the whole project is not needed, not wanted and unaffordable. It is inflexible, disruptive and does not serve the needs of edmontonians. Rapid bus transit preferred.
look at 107 Street as pedestrian Corridor, much like Denver's One- Mile High Street. TOD Opportunities, impacts to Grant MacEwan, 109 Street crossing options (elevated? )
no comment, not affected
N/A
a lot of conversation about the value of LRT is focused on ease of downtown access. This is a narrow-minded vision. Are a family with kids hoping to use the LRT and other transit to reduce our carbon footprint. We want a system that takes us everywhere in the city efficiently, easily and pleasantly. Please consider this larger Vision when making decisions. Decisions based primarily on improving downtown access dismiss us and many others who use Transit as a

lifestyle and an alternative to driving.
no comment
whatever design team thinks is best for traffic flow.
102 Avenue -104 Avenue - 112th Street . University to Bonnie Doon - High level Bridge. * 109 Street- left turn very heavily congested right now.
I sure hope you coordinate with the Centre LRT study
I am concerned with the “jughandles” through West Mount North of Stony Plain Road on 127th and 129th Street. this would increase traffic through my neighborhood! Traffic calming maybe needed
Elevate at 104th is still arterial and the geometry will probably better

<b>Do you have any other comments?</b>
this line should be scrapped if there is not enough use. More buses should be used.
Would like to see a sound wall along 87th Avenue from the 182 Street stop to 189 Street on the Southside
River Cree shelter bus stop at Lewis Farms station. allowing bicycle on the train during non-peak hours. Construction should be cost with minimum budget and high quality. just like all businesses who hire the best and pay them lowest. once all line LRT asre operate how much percent is LRT how much percent is buses?
Yes. the travel time from Meadowlark to downtown should be the same or slower than current traffic. highly recommended to change the roadway to elevated ( above the road) road from Meadowlark to downtown
staff were very helpful. I like the new option for 149 Street. thanks for seeing the light on 178. my God the construction is going to be horrendous.
build the rec center now
can see you guys are considering very carefully. so happy to have Rapid Transit Road West. we know there will be some things we don't care for but overall very pleased. thank you for planning for a growing. Am sure there is much more to come.
at the end of the day I think there will be too many disruptions in traffic flow. I don't think that the time saved traveling from downtown to the West End warrants rapid transit. why not go West on 100th Avenue to Henday then South to Webber greens. you can add some Express buses to help during peak time
thanks for the session. Informative. would like to know anticipated noise impact. would like to know anticipated impact on property values
listen to what the people want. LRT May cost a bit more to put Underground, this is the way to go. people I spoke to are not happy about LRT so if you're going to continue put underground for safety, properties don't lower in price, seniors and kids can cross without worry, building/ Homes don't have to be knocked down.
too much emphasis in past on LRT at the expense of motorists ( EG Southgate, Kingsway). do each leg right or delay until proper construction can be done
<ol style="list-style-type: none"> <li>1. No LRT</li> <li>2. dedicated bus lanes.</li> <li>3. more buses especially during peak hours</li> </ol>
Do the project sooner rather than later. Cost will only increase with time, making it

<p>more tempting to cheapen the finished product. get the signaling right first time !! ( please no more metro line-like fiascos)</p>
<p>stop hampering traffic flow. publicly admit the city messed up on Thales signaling contract by not letting Thales redo the whole system</p>
<p>Altering traffic flow is a poor decision that will create unnecessary traffic through residential and commercial (i.e. private) properties. It will also create parking issues on private property with vehicles using private property for park and ride. What assurances do we have that this line will not be slow and plagued with problems like the Metro line 's? What will be done to prevent traffic congestion?</p>
<p>please scrap the whole thing!! Go with a modified transit system instead. We already have the roads. We don't need to add rails. It will hinder present vehicle traffic.</p>
<p>159 and 164th Street on 87th Avenue excellent. excellent over Henday.</p>
<p>the West End has waited long enough for an LRT. Just get it done. The West End has been a long-standing established area which should have gotten an LRT before the city's newer areas.</p>
<p>Elevate LRT at all major intersections. Maybe self-driving cars will render LRT obsolete. At any rate none of the West line should be even started until the NAIT line works and the Mill Woods line is working. it will be difficult to make people give up the convenience and privacy of their cars.</p>
<p>LRT to me should be a rapid method to travel from one place to another. Having the LRT stop at all red lights does not make for Rapid Transit, might just as well drive a car instead.</p>
<p>What about 159 at 87th Street crossing- senior complex on 159th Street. 5 floors how did they cross? forget the whole thing. You are not taking the people who live in that affected areas into consideration. Keep the express bus #100 which goes straight from downtown to WEM, just have it go a little farther to Lewis Estates. Put on two buses, way cheaper, more happy people. Not going to be able to turn left from Elmwood to go to mall or Hospital. price of my house to decrease. if we have to have it, put in underground. By the way, I'd pay extra for that.</p>
<p>Please, please, please move this project forward. BRT is a stopgap measure that will not work in the long term. however, please also ensure full traffic impact studies are completed, as well as pedestrian/ cyclist conductivity studies.</p>
<p>I think the elevated line from The Mis hospital to 182 Street to WEM station and the elevated over 178th Street is the best option. The proposed 2013 of on-ground crossing over 178th Street will cause so much traffic congestion.</p>
<p>traffic is already so problematic at 178th Street, West Edmonton Mall, 1 70th Street, 149th Street, 142 Street and Stony Plain Road the whole way, I do not know how this Interruption of traffic flow, Road access... Is going to be much of a help in some areas. I</p>

do like the expansion of the Lewis Farms transit station.
all LRT should be elevated. No LRT until all problems are worked out on existing LRT. no bike Lanes
I find it very maddening to be spending all of this money when the train will stop at all the traffic lights, including pedestrian crossing lights on Stony Plain Road. Save some money and buy more buses! BRT anyone?
I understand this is a large project but has anyone considered getting less done and build a more expensive system? Metro line = Gong Show, Belgravia line to Century Park= Gong Show. I find it very hard to believe prediction saying this will not affect the traffic flow
this project wastes a lot of the taxpayers money. There is current bus system can well sustain the population. Edmonton is different than Calgary and can't even comprable to Vancouver and Toronto with its size. The projected number is biased to let this project goes. please reevaluate this project as the cost to blocking 1 Lane in multiple Street sections will definitely hurt the surrounding neighborhoods and businesses
Train line between lanes on hendaye All Along The Ring Road in the TUC would be awesome. I live in Windermere but work in Millwoods at the moment. Park-and-ride could be in empty areas currently along Henday. train to airport??? Soon???
no
Why are there so many problems with Edmonton LRT compared to the smooth running system in Calgary? It seems like there are a lot of uncertainty about this LRT Line in light of the fact you think construction is going to start in 2019.
The city has created a car commuter culture. You cannot simply abandoned car users. Help them with the transition. Will Valley Line be the only low-floor leg? does this mean changing trains to change lines? My main concern is the future operation of the intersection of 165 Street and 87th Avenue. At the Belmead open house I was assured that LRT is fully elevated at this intersection and there is no impact. Make it so! Mitigate all impacts on road traffic as much as possible.
We have 4 exit out of Elmwood at present. 87th Avenue at 164th Street, 161 Street and 169th Street are extremely busy. Difficult to turn left now. With a proposed LRT there would be only one exit to turn left at 169th Street. There should be traffic light at 83 Avenue and 159th Street as it is so busy. Unable to turn left.
I live in Elmwood. We have four exits as we back onto the freeway. It is proposed to close exits at 161 Street and 164th Street except for a right hand turn. Do exit onto 159th Street at 83rd Avenue going north it is almost impossible now and it will be worse. I believe lights will have to be installed at this intersection.
Concerns about non-residents parking on our street to access the LRT. We live on 87th Avenue and 163rd Street Northeast of 163. There is already an issue with non-residents parking on our street to use the Meadowlark Professional Building.
The whole project is not needed, not wanted and unaffordable. It is inflexible, disruptive and does not serve the needs of edmontonians. Not everyone Works

downtown. Rapid bus transit preferred. CO2 is not a GHG and does not cause global warming.
no
<p>Please consider having extra future-proofing number of parking stalls at Lewis Estates. The more the better!! Consider parkade development.</p> <p>Don't let cost be an inhibitor to wise and prudent design choices.</p> <p>keep Valley Line as one continuous line so the east to west.</p> <p>allocate room for construction trailers and set-up yards, considered construction phasing.</p> <p>Thanks for all your hard work! Let's make this happen. Go Edmonton!</p>
<p>Having the trains stop with traffic is the best idea I have seen to date, this is seen in many major US cities and works great.</p> <p>Please consider amount of parking required at Lewis Farms, will probably need a multi-level Parkade structure, we do not want the same problem as currently exists at Century Park.</p> <p>Will there be WiFi on the trains?</p> <p>Have all the options been considered for Access for residents along Stony Plain Road?</p>
<p>Lewis Farms park and ride should be environmentally balanced. It should include ideas like a permeable Paving ( not gravel) trees and shrubs, solar lighting ( until end of trains and buses) Etc.</p> <p>The lot could include alternate uses for evenings and weekends like a skate park, spray park, off-leash area...</p>
The reason I think that the crossing over to South 87th Avenue would affect less residential residence as that is a sports field.
it would be so cool if the Lewis Farms area included sustainable and eco-friendly development of the protected Natural Area - walking trails and such - so that we could ride the LRT to the end of the line, go for a rejuvenating nature walk, and then ride home again. Accessible Park land without the need to drive would be amazing!
above grade Crossings May cost three times as much now, but will save us \$ in the long run with reduced maintenance costs and increased usage.
<p>139th Street intersection - update design is good with limited right turns.</p> <p>127 and 129th Street removal of turnaround loops - good call!</p>
very much in favor of LRT, but important to get it right after various problems in recent LRT Construction. Most people would say they want grade separation but must be balanced with cost. trains using existing traffic lights should reduce Road congestion. Don't build stations Underground!
<p>Delay Imagine Jasper Until LRT is built. It will remove express lane from Jasper and further impacted bus travel time to downtown.</p> <p>Needs to be more inner-city Park and Ride. Lewis Farms park and ride needs to be HUGE!</p> <p>need to densify around LRT route to make sense ( commercial and residential)</p>

current traffic reduce down Stony Plain Road and 10 4th Avenue is going to significantly impact on major arterial route downtown for those of us who have to use our vehicles for working Etc. not happy with the proposed changes to the Lewis Farms park and ride - took me by surprise!

Please, please put enough parking for cars at Lewis Farms stop, and free parking. Then maybe I will use the LRT.

On 149th Street and 87th Avenue I think elevated would work best, as 149th Street goes to freeway

I really like this project and I hope it is finalized soon. I think the project is an excellent investment in infrastructure and will greatly improve the quality of life of all Edmontonians.

Yes - PLEASE - change The Branding. There has to be a difference between the old style and the new style - Urban and Suburban isn't clear enough. Call the new LRT tram, and call the old LRT Rapid or something similar. People's expectations need to be brought into the line before it opens!!

take a lesson from situation at 51st Avenue and 111th Street and situation south of U of A 114th Street and East West Crossing. they are both nightmare Crossings / intersections



## ***Appendix 4 – Detailed comments***

### **Part 2, Session 2**

<b>Please tell us what you would like Council to know about:</b> <b>LRT Crossing at 87th Avenue / 178th Street</b> <b>(Recommended change from ground-level LRT crossing to elevated LRT crossing)</b>
better idea due to travel congestion
this is our Preferred Choice ( elevated) because it doesn't add to congestion at the 178th Street 87th Avenue intersection
definitely should be elevated
okay with me
this was discussed at length at your public forum a few years ago. I am very glad to see this option recommended now
how fast can the LRT system run through here? Would it be faster than street cars like Toronto?
elevated for sure
should be elevated Crossing
as someone who has lived in the area all my life I highly agree that this intersection should not be at ground level
definitely needs elevated Crossing
Yes - leave in West End and we already have traffic concerns. Ground level crossing would just add to the congestion and traffic delays.
Elevated is preferred
makes more sense with elevation but the expense
switching to elevated / 178 is an excellent idea based on how busy this intersection is, however I believe 124th Street / Stony Plain is a higher priority to considered elevated
Highly recommend elevated. Crazy busy intersection, traffic nightmare. This will help.
okay
probably best to have it elevated
I think this is a much better option
I agree with a recommended change
elevate it
I agree with the elevated Crossing at this intersection
above ground Crossing. Traffic is already too busy to suffer reductions.

good idea to make it elevated here
elevated
good idea
Elevate LRT as much as possible
Please do elevated crossing BUT ensure that it is still accessible (age friendly and accessible)
Thank you for this smart decision!!
I'm in favour of the change to the Elevated crossing to alleviate traffic congestion
Leave at ground level. Too costly to elevate and waiting time for vehicles at 15 min. not excessive
The elevated track should start west side of 178 st so that this major intersection is clear. We don't want another interchange like University Ave and 114 st that could have had track separation, and it seems like this would be a simple modification to make.
I am in favour of elevating the line & crossing. More traffic in the area will be induced by people connecting with LRT at Misericordia & WEM stops.

<b>Please tell us what you would like Council to know about:</b> <b>Alignment / crossing at Stony Plain Road / 156 Street</b> <b>(Recommended change to a 90-degree turn with LRT stop closer to Jasper Place Transit Centre)</b>
Concerned that Stony Plain Road is busy now, two lanes on each side, one side direction for each will increase and make it busier, businesses along this stretch will be affected.
this change is positive because it requires less property acquisition
no concerns
How fast can the LRT system run through here? Would it be faster than streetcars in Toronto
makes sense for transfers
would be better for transfers in the new change proposed
no
Yes
I agree with the reasons proposed for the new alignment
bottleneck traffic from east to west north south
I would prefer original concept is considered as it provides a drop-off possibility in the station set back
cutting across a lot of lines, lots of signals needed, lots of stopped cars
yes to a stop at Transit Center and Meadowlark shopping center
I liked the previous design better. I think it's important that the LRT try to maintain consistent speed and not interfere with the intersection.
using current LRT trains and track you can't do a 90-degree turn what are you thinking. How do you stop pedestrians from running across the road?
I find it dangerous, really
I "STRONGLY" disagree with a recommended change. Bite the bullet and tear down Grant MacEwan!! The 90-degree turn is a nightmare waiting to happen!!
keep it as is
Agreed
No to the 90-degree turn. Underground instead?
No comment
widest radius possible
the land between JP Transit Center and the Orange Hub should be a large people / bus Exchange Place (ie) park area, etc.
I prefer the 90 degree turn because it is closer to the bus station - a closer walk to the transit station helps catch the next bus!

OK as long as the LRT stop is close to the bus terminal (within 1-2 minute walking distance even for seniors), and preferably no need to cross streets to walk from the buses to LRT.
Not enough information provided, with out any further information as to the design/ operation constraints. I'm not in favour of the change to the sharper right turn on stony plain road from 156 street
OK
I agree with the recommended change; don't incur the cost of relocating the transit centre if not necessary. Can the savings be put into elevating the station? Consider Surrey central station in Vancouver as an example.
In favour: better connection with existing transit.

<p><b>Please tell us what you would like Council to know about:</b></p> <p><b>LRT crossing at Stony Plain Road / 149 Street (Options still under review)</b></p>
Like elevated option at 149th Street due to how busy traffic is now at intersection
<p>the preferred option would be elevated to minimize congestion at this intersection. Underground LRT at this site would be a good second choice. And underpass for 149th Street traffic is not acceptable because it will result in too much property acquisition. And leaving LRT at grade would only worsen congestion.</p>
Underground - option number one - would be best here.
<p>support current approach (at grade) - cost, neighborhood impact of alternatives are serious concerns with the other options. I would support option 3 if had to choose another option. (Underpass of 149th Street under Stony Plain Road)</p>
<p>All options are an absolute disaster. The route itself is being forced where no route should go. Traffic will be a nightmare, far worse than the current failed high-volume LRT Crossings. Stony Plain Road is the WRONG choice all together!</p>
should depend on traffic study
<p>Stony Plain Road is presently too narrow for an LRT track system. Use 107th Avenue as a proper and less troublesome route. Underground for intersections like St. Clair Avenue in Toronto require a greater roadway width and Stony Plain Road is not Saint Clair Avenue Toronto it is too narrow</p>
Elevate for sure. Or better still, get it off Stony Plain Road! It's too narrow and congested.
should be elevated Crossing
<p>highly congested, High Collision area, definitely needs to not be at ground. Underground may give options to incorporate other areas and allow traffic above to move freely</p>
leave level crossing
<p>please change to above ground. Again traffic already backed up during rush hour. adding ground-level train and ground level crossing would only add to existing problems</p>
I prefer the elevated Crossing. I do not like the idea of traffic going underneath.
bottleneck for local traffic
<p>why not go on 107th Avenue. This is gonna be a nightmare on Stony Plain Between 156th Street to downtown. 107 is so wide</p>
<p>underpass or elevated are mandatory options here with the traffic density and Route alignment in center of ROW.</p>
<p>underpass! Or elevated. Busy, lots of traffic, don't want to encourage people to be cutting into Jasper Gates Mall area</p>
please, please review this as a traffic flow problem
too busy to be at grade
I like options 1 and 2. Visual impact is less of a concern for me than efficiency.

7 blocks - another stop? For transfers.
Alternative Option 1 - elevated PLEASE
I will happily give my taxes to go underground! However it should be extended to the new Jasper Place Transit Center!! Duh!
use alternative 3, but realign 102nd Avenue to 100th Avenue to take traffic off Stony Plain Road
this has to be elevated or underground otherwise there will be huge traffic jams at this intersection
Underpass recommended! Minimize traffic impact.
is it possible to do a hybrid and keep the stop at grade and then go over or under. More cost-effective options 1 and 2
option 3 ( 149th Street underpass) has Merit but give priority to ped Crossings
prefer to see LRT underground along Stony Plain Road
I don't have the answer, but you guys better get it right!! Alternative option looks the most useful from a traffic perspective.
Underpass may be best. I'd rather not have as much elevated stations if possible.
I don't have a strong opinion on this intersection, but if the City is leaning towards having grade separation here, Option 3 is the smartest (making 149 Street go underneath the LRT tracks along Stony Plain Road, instead of needing an elevated or underground station).
I'm in favour of an elevated crossing at this location to combat traffic congestion
Leave at grade
<b>ELEVATE THE STATION.</b> 149 Street is the primary north/south connector between downtown and 170th street. Don't mess this up. Also, Stoney Plain road going down to 1 lane of traffic each way between 142 and 156 St is unacceptable. Please understand the volume of traffic that uses 149 St to connect to Whitemud from downtown is only going to grow at the Southwest quadrant of the City is expanding rapidly (and no LRT planned in the near future). We need this space to move people in and out of the core.
I am in favour of elevating the track to improve traffic flow along 149th St. which will see increased volumes due to lane reductions on 156 St.

<p><b>Please tell us what you would like Council to know about:</b></p> <p><b>LRT crossing at Stony Plain Road / 142 Street (No change recommended to planned ground-level crossing)</b></p>
I'm still concerned about 3 westbound Lanes ( 1 off Stony Plain Road and 2 off 102nd Avenue) having to merge so quickly down to one lane west of 142 Street.
a crossing gate/ arm should be used at 143rd Street where the LRT crosses the westbound traffic Lanes to get to the median. Traffic signals without gates will be ignored by motorists.
support no Change option
should depend on traffic study
Stony Plain Road is presently too narrow especially for future growth of the city Suburbia to funnel through to downtown. Use 107th Avenue as a proper East-West route
Has no one checked how busy this corner is?? This plan is totally unworkable! Elevate it or find a different route.
to eliminate traffic tie-up the crossing here should also be elevated
concerned that you plan to turf out businesses in the building on the NW corner - that's not fair - why not move the tracks onto the street after leaving West block?
okay
should also be elevated
I use 142nd Northbound frequently, and I'm concerned about increased time getting through the intersection
bottleneck for traffic north and south east and west
acceptable solution if property procurement costs are controlled as this is a significant real estate cost
How will the businesses on the northwest side of the intersection going to be affected. are they getting demolished?
please give your head a shake and review your traffic flow
concerned that this will cause extreme traffic tie up
The train going through an intersection as major as that is a mistake. I would at least take option 3 at 149th Street and do a wee tunnel .
it's fine
Agreed
Minimize traffic impact. Above grade or Underground!
No comment
I live in Grovenor (at 144 St). I am concerned with my options for getting out of my neighbourhood. The proposed traffic light at 145 St. is essential to me as is the need to turn left from Stony onto 142nd heading north. I plan to continue to take the bus along 102nd Avenue

to downtown. Please don't take it away!!
N/A
No problem here.
I'm in favour leaving the ground level station unchanged.
OK
Disagree with this recommendation. Elevate the station for the same reasons as above. If an elevated track cannot be incorporated into the West Block development, Council should consider moving the station to another corner and incorporating it into one of those development proposals.
No comment



<p><b>Please tell us what you would like Council to know about:</b></p> <p><b>Downtown-area alignment / crossings (Options to be developed in coordination with Centre LRT study)</b></p>
The 112th Street stop should not be split in two separate Westbound and eastbound platforms.
pick roads resulting in less, not more congestion. Even if ridership in public transit increases 25% or more, as the city population grows we will have more cars and vehicle traffic not less
Put it underground in the downtown area. It's more expensive but we are going to have to live with this forever. I lived in Toronto for years and never used my car because it was fast and safe
leave as designed
I am not affected by this so declined to comment
I have no opinion
traffic tie-ups
Have businesses along 104th Avenue (Tim Hortons, restaurants) been consulted with the restrictions of accesses into these properties ( right / left turns).
Downtown is busy, only going to get more busy, underground would help in the long run. Last chance for traffic jams due to trains or Vehicles not moving
N/A
potential to be an LRT Zoo / nightmare at full build-out vision
Curve at 102nd and 107th Street= mistake= interferes with traffic. Go back to the drawing board. Should be underground to Grant MacEwan!! Who thinks up this stuff?
Use 105th Avenue instead of 104th Avenue and the park instead of 107th Street
too many stops
Ensure cars are not forced off the road
Widest radii possible
I think the design is not too much of an issue, but more on building trust / managing resentment on traffic or change.
This is new. I would say the Valley Line West crossing at 104 Ave/109 Street, and as well as crossings of the southward future line at Jasper Ave or 109 Street (depending on the to-be-determined route), should be investigated for grade separation options.
Im not in favour of a ground level crossing at 109 Street & 104 Ave. That will tie up both Westbound & Northbound traffic .
No comment
Agree with options presented.
Ok

<b>Do you have any other comments?</b>
My concern is the amount of traffic already going down Stony Plain Road, then do have two tracks and traffic on side. How much of existing property gets lost / remove along 142 -149th Street?
crossing gates should be considered for at grade intersections such as 142nd Street. the train should always have priority at intersections And not have to wait for traffic lights. If it doesn't, then how is it an improvement for a passenger over a bus or private car?
87th Avenue should be completely elevated or underground near Elmwood to allow residents ease of access to the road. Getting in and out of our neighborhood Elmwood will be a complete nightmare with only one option to turn left onto 87th Avenue and 1 auction left into Elmwood on 87th Avenue. Although I have raised this concern in the past with our counselors it has been ignored. With three schools in our neighborhood the traffic will either be worse or do end all too little traffic as the schools won't be able to attract students. 1 Elementary School, 2 Junior High
Every five minute LRT frequency at peak hours will interfere and worsen rush hour traffic ( vehicular)
I just returned from France visiting Bordeaux, Montpellier, and Marseilles Etc Their train system is quiet, safe, and sleek and elegant in appearance. I understand the line being linked to the West line requires overhead wire systems. This will be very out of date by the time the line is built. As the city over the next decade needs to be considering more and more electrical options i e charging stations, it would be an opportunity to also look at the more current technology of track only that's used in Europe. The urban options shown in the videos are not much of an improvement from the old trolleys in Toronto or San Francisco. They won't help position Edmonton as a progressive future-oriented City
Rail maintenance and more costly than normal snow removal detract from LRT routing especially through Glenora on Stony Plain Road. Why pick a route with so many obstacles. Slow travel on Stony Plain is necessary Whereas 107th Avenue is faster for LRT travel. I Don't Want A Streetcar system in West Edmonton that is obsolete for Edmonton as it is for Toronto
Stony Plain Road is a narrow, congested Road. Find another corridor. Even 107th Avenue would be better. The current plan is worse than the bad planning that has been done on the last line the City built.
what actions are to be taken to reduce traffic Line up along Stony Plain Road, 149th Street and 142nd Street. how will neighborhood traffic be impacted and what action will the city take to ease it.
we are concerned that the construction. Will cut off our access to our bank, London Drugs, Etc. How many years will a construction. It take? We think BRT is a better option
Please consider the cost of grass and its upkeep with minimal positive impact on the ecosystem and replace with other options like bee-friendly flowers or edibles. please consider making park and ride a full parkade to accommodate more! thank you for all your hard work to make this city a better place.

<p>I like the 156th Street turn to be with traffic at Stony Plain Road so it can run at 1 Crossing instead of 2 which will speed up traffic end the same at 107th Street and 104th Avenue and 107th Street and 102nd Avenue</p>
<p>I truly hope city council has learned from previous mistakes and will actually listen to public concerns</p>
<p>stay off Stony Plain Road. Put LRT on 107th Avenue. We live on 103rd Avenue and 145th Street. bypass traffic will use 103rd Avenue and we do not need concrete barricades to slow traffic down. One way out is wrong.</p>
<p>wouldn't be more economical to put there small electrical buses instead? if not where do you plan to have parkings? we are not New York City and never will be, Edmonton population won't grow so much, as there is no industry here. in Edmonton only ARENA counts!! And its owners!!</p>
<p>Surface traffic parking for Transit users bottleneck traffic</p>
<p>Stony Plain and 124th Street is a serious impact on traffic congestion and will be a highly-publicized embarrassment for the city. With how busy Stony Plain Road is at this location, trying to reduce to single Lanes (especially with business is requiring drop off delivery) is unacceptable</p>
<p>local businesses going to be affected, parking, left turns, people not wanting to be downtown or on 124th Street for shopping. No left - traffic needing to go into the neighborhoods and then those small streets become filled, not as safe for children and families, home value goes down, great area has empty houses because of increased traffic in the area. Will reroute where? How will this affect other areas of the city? More questions, yes. not feeling that we understand how this is going to help the city. Is being cheap on doing at grade going to hurt us in the long run</p>
<p>Please spend the extra money to do it right</p>
<p>anxious for metro line to serve Castledowns area</p>
<p>I live between 163 and Meadowlark shopping mall. I already have a hard time parking in front of my place and was thinking that the people that work at / visit the Professional Building should park at Meadowlark and that the residents that live on 178th Street should have at least two passes, and if people Park, should have a time limit</p>
<p>Council is right. You need to rethink. Low ground buses that have their own Road would be best. Leave roads for cars for cars. You can leave Stony Plain Road alone and use 102nd Avenue. Make the turn wider as there is less impact on the parcels of land there. maybe you should look at the land instead of a map all the time When you ask questions it's always great to hear I don't know from people planning or are they just fillers. not good representation .</p>
<p>what I'm most concerned about are the people driving along with the urban LRT. If an accident happened, more people would be at risk and the maintenance would be way more expensive.</p>

<p>Stony Plain Road is busy and has drug addicts walking around sometimes. It concerns me that these “lost souls” would be at more risk of getting hit by the LRT.</p>
<p>concerned about high-rise development around the Glenora station</p>
<p>Since this is going to be shoved it down our necks... Please redesign Stony Plain Road! As it is now is “Freaking hideous”!! Please for the love of God get rid of the current sidewalks and metal signs!!!! I would give my taxes happily to go underground!!!</p>
<p>Prefer LRT on wheels on a dedicated Lane. Can adjust to all emergencies on Road, accidents, won't tie up traffic. Does not involve tearing up roads to put in rails.</p>
<p>Old technology approved 9 years ago. Support wheeled LRT (BRT). Driverless cars coming in 2021. Can adjust route if ridership is too low. Want a dedicated Lane for BRT (Wheeled LRT). Less cost, less disruption to neighborhoods. Can adjust to emergency vehicles, accidents, Etc</p>
<p>I need “trust” from the City Given the( metro line, 102nd Avenue Bridge, Walterdale Bridge, Museum over budget) that were not completed on time and over their budgets. what will it really cost? The city needs a 25 year Transit plan ( i e Leduc Sherwood Park Spruce Grove Saint Albert Etc)</p>
<p>City should focus on 50 year planning for roads. Will this system work in 10, 15, or 20 years? Could this be accomplished better with buses? Bus rapid transit for cheaper cost? Who will bear this cost and will it be worth it?</p>
<p>Stony Plain Road and 124th Street westbound is going from 5 to 2 Lanes. At a minimum the West to southbound right hand turn bay should be maintained. Also 142 to 127 = 15 blocks without a left hand turn. Can the Northbound left-turn be put in at 136th Street or 132nd Street</p>
<p>Trains must be swoopy looking, attractive, allow sleeping / working / reading useful use of time while writing in order to be more attractive than SOV cuz They won't be faster. really like the bubble caboose from Bordeaux in the video. Consider bike Lanes especially where ROW is reduced to 1 Travel (non-LRT) Lane. Stairs down to SUP on SPR Bridge over Groat Road, also Wellington Bridge.</p>
<ol style="list-style-type: none"> <li>1. other options beside LRT should be seriously explored before starting construction.</li> <li>2. How would a tow truck access a stalled or a vehicle or one that had an accident where the traffic has only one lane. It would be hard to remove the vehicle in this situation especially in the middle of a block. All traffic would be held up.</li> <li>3. I expect there will be traffic cutting through West Jasper place at times (not good)</li> </ol>
<p>The city should look at trackless LRT ( wheeled LRT) This would eliminate over densifying areas and enable the ability to change routes. as the city evolves newer areas could be served with less capital. It's not healthy to have areas of intense density with limited amenities in mature neighborhoods. People will still need cars for shopping, going to areas where Transit doesn't help. I can't take my dog to the vet on transit or go to Natural areas. Too much density causes more traffic.</p>
<ol style="list-style-type: none"> <li>1. Please have washrooms at Jasper Place Transit Centre. West Ed mall and downtown has too much distance in between for transit users who may need a bathroom break.</li> </ol>

2. Please ensure to have means to bus tickets / passes via debit or credit, or even to buy tickets with cash.

I'm concerned about the city's design choices, in order for the West LRT to be successful it needs to be fast other people will opt drive.

I have the following concerns with the West LRT,.

A. Minimal grade separation

B. The speed in which the trains can travel

C. As a resident of Oliver, we will have 4 stops with in our boundaries. This seems excessive, I think 3 stops with Oliver is more appropriate. Having the at 124 Street, 118 Street & 112 Street makes more sense.

D. Could we not achieve similar results with a rapid bus service to downtown ? According to google maps to arrive at 7:50 am (on a weekday ) at HBSC place on 101 Street would take 42 minutes via the 100 express from Lewis Farms, which is only about 10 minutes slower the the 30 to 35 minute travel time estimated for the LRT. Could we not achieve a similar result using priority bus lanes ?

Do not support the LRT as proposed. Too costly and disruptive.

What percentage of west end Lewis estates residents work downtown or at the U of A?

The Urban-stye vision makes absolute sense to integrate into existing neighborhoods and in the compact downtown core. It makes NO sense where it will impede major commuter arteries. Stoney Plain Road from 142 to 156 street is a high volume area not just for local traffic but for commuters. The track should be elevated above all three of these intersections to keep 2 lanes of traffic each way on Stoney Plain Rd. Impact to the neighborhood residents will be lessened as this is already a commercial corridor. Developments proposed for the area are and will continue to consist of towers and other high density forms, which are more easily integrated into elevated LRT (think Commercial Drive or Main St stations in Vancouver). Please do not let the short-term price tag limit mobility along these critical routes. Don't design the LRT to force people to use it because it has made traffic so bad. Design it so that it is an awesome system that people actually want to use!

Here are a few suggestions for implementing the LRT. Some of these are my personal suggestions and others are suggestions that I overheard from those attending the information session:

1. Build above ground. I have heard that it is 3 to 5 times more costly, but in the long run, it will be worth it.

a. If the proposed method of implementing the LRT and reducing traffic flow continues throughout the city on other LRT lines, it will bottleneck the entire city. Driving anywhere will be difficult.

b. The LRT should only be at street level if there is enough room for the LRT and appropriate road use for drivers.

2. Leave the choice of transportation to the individual.

a. Not everyone can take transit to their jobs, but you are punishing those that need to drive by impacting major traffic routes.

3. Provide fast, effective transit that doesn't interfere with normal traffic flow.

a. The street level LRT interferes greatly with normal traffic flow if there isn't sufficient space to implement it.

b. The LRT will not get people to their locations faster. The 'R' in LRT stands for 'Rapid'. Street level LRT is not faster.

4. Councilors Knack and Hamilton both said that they agree with the above ground LRT, but mentioned that they would have difficulty trying to get 5 other Councilors to agree with them to get the vote passed for this approach.

a. Ask the other city councilors if they would like their neighbourhoods to be impacted in the same way that we're being affected. Imagine the whole city being limited to one-lane roads because we're forcing the LRT onto roads that can't, or shouldn't, handle the LRT route.

5. This is the legacy that we're leaving our children. Let's do it right.

6. My husband mentioned that the strategy of impacting traffic in all areas of the city to implement street level LRTs is a sure way to ensure that people don't want to live in the city. I tend to agree with him.

I attended the public information session last night and was encouraged by some of the changes/updates that have been made.

I am also cautiously optimistic that city administration is starting to appreciate and see the value in public feedback.

There are a few comments I would like to make regarding where the design of line currently is at.

(1) It has to be acknowledged that the crossing at 149 street cannot be at grade. Acknowledging that, to minimize disruption to traffic and adjacent property owners, it is important to have the train go under this intersection. I understand this costs more, but lets thing longer term and what is in the best interests of the city for the next 100 years.

(2) I'm encouraged to see that tunneling under 156 street is a consideration. While not as busy as 149 street, 156 street is still a major access point for the businesses on Stony Plain Road. Freeing this intersection from an at grade crossing allows another non-conflict access point for traffic into and out of those communities that are framed by Whitemud Drive to the south and the LRT line to the north. I'm extremely concerned that those communities will suffer greatly trying to travel to the north and east based on the configuration of this line.

(3) Park & Ride, Park & Ride, Park & Ride, Park & Ride!!!! If you want people to get out of their cars, give them a reason that works for them, makes sense and is economical. Driving 15 - 20 minutes by car or waiting for buses and transfers to get to an LRT stop accomplishes none of these things.

I've said to anyone that would listen that Calgary has a massively successful park and ride system that we should be trying to emulate up here. Councilor Knack expressed interest in working with a 3rd party to develop a park and ride at the old Grant MacEwan complex on 100 avenue and 156 street.

This should be a no-brainer. Park and rides like this sell out quickly in Calgary (and at the Heritage site in Edmonton). These are just 2 examples which demonstrate there is a demand for this type of service.

(4) 142 street and Stony Plain Road.

When people drive, their actions are a lot like electrical currents, they take the path of least resistance.

If there is an at grade crossing at 142 street, but grade separation at 149 street, which roadway is traffic going to gravitate to?

149 street, which has gotten exponentially busier in the last 30 years, will continue to do so as the population to the southwest of the city expands, needs an relief valve and this is it.

Not so much for today, but lets look at where we'll be in 30 - 50 years.

Contrary to popular opinion, the car as a preferred method of transportation is not disappearing anytime soon.

Climate, practicality and the modern family dynamic (2 working parents, divorced parents) are the main reasons why.

(5) Last, but maybe most important. I feel it is absolutely necessary that the west leg of the Valley Line not proceed for at least 1 year after the south leg has been completed. Why? Over the last 25 years, this city and its administration have demonstrated, without a doubt, that they are incapable of planning, designing, engineering, building, integrating and completing a successful LRT project. The Metro line is a mess and there are still unnecessary long delays at 51 avenue and 111 street. This is a new to Edmonton type of LRT system. Based on our past failures, common sense would (should!) dictate that we see how it will function and what deficiencies there may be before we rush headlong into the west leg. The signaling company for the Metro line has a great track record of projects in other cities, what the heck happened here? Let's be mindful of our miserable past with this type of public transportation and be determined not to repeat it. Simply put, I don't have faith that "we'll get this one right" and I'm sure many other members of the public feel the same way.

Thank you for the opportunity to provide feedback on this important infrastructure project that will change our city forever.

LRT development should be done in concert with rezoning along nodes and corridors. At present, new single family housing is being built in these areas because the zoning is so hostile to Missing Middle type projects. TOD guidelines are only guidelines and provide developers little traction unless they rezone to DC2.

## ***Appendix 5 – Detailed comments***

### **Part 3**

<b>Please tell us what you would like Council to know about:</b>
<b>LRT Crossing at 87 Ave / 178 Street (Recommended change from ground-level LRT crossing to elevated LRT crossing)</b>
I understand no stop platform at this Crossing. no left turn onto 87th Avenue from 178th Street? 5 Lanes of traffic merging into two lanes heading south on 178th Street . towards Whitemud? Agree with elevation
great idea
yes please change this/ it would be nice if the LRT could remain on the north side of 87th Avenue for more distance between 175th Street and 178th Street
this would work well
definitely elevate!
okay
please consider: innovation- autonomous vehicles - infrastructure- Stony Plain is not wide enough
this continues the trend of moving further from urban-style LRT. It is far from me, so my care factor is low, but still seems like the wrong choice.
Agree with a recommendation as presented this evening
probably a good change
okay
agreed that it needs to be elevated
agree
okay
okay
Agree with elevated crossing
n/c = no comments
Elevated LRT would be more efficient in this intersection considering all movements to key locations i.e. mall, Anthony Henday and Whitemud
Concern about properties on south of 87 Ave, east of 178 St. and privacy loss for affected people. But...would prefer it stays raised across 178 St.
(checkmark)
I support grade separation. I am concerned that elevated tracks (or roads) physically divide



neighbourhoods, overlook homes and yards and increase noise levels for residents. I still support elevated option from east of 165 St to west of 178 St.
I think this needs to be an elevated crossing due to the large amount of traffic here
Continuation of elevated portion of LRT makes sense.
Good, it reduces traffic and allows the train to move separate from traffic
I agree with the recommendation
The entire LRT for Valley line should be elevated or underground.
Elevated makes sense
Agree
Agreed, it will be too bad for the residents affected but above grade is better than at grade
I absolutely would recommend this, 178 St is a major thoroughfare with the traffic numbers to justify grade separation
This is the right move to make in order to minimize traffic impact at 178 St.
I definitely agree with this change.
Looks like a good idea and worth the cost
I agree with the recommended changes. Limiting impact to 170 and 178th street is critical for traffic flow.
Agree with the recommended change. Thank you for listening.
Above ground crossing looks great at this intersection

<b>Please tell us what you would like Council to know about:</b>
<b>Alignment / crossing at Stony Plain Road / 156 Street (Recommended change to a 90-degree turn with LRT stop closer to Jasper Place Transit Centre)</b>
what traffic directions does 156th Street West have? 90-degree turn Yes - busy intersection, needs traffic lights and LRT to be together
fine- need to maintain close connection to Jasper Place Transit Center
Better than the earlier angle to turn
is it possible to elevate the tracks at this location? Do something to improve North / South traffic flow to take advantage of existing overpass at Yellowhead
I agree
effective- our City's history and experience in construction has been poor
This seems to be causing knock-on problems of diverting traffic to 149th Street which seems like a problem. Are there better alternatives?
What is the plan for safe and efficient pedestrian Crossings for patrons of the orange Hub coming from Transit Center on LRT? How will buses turning in and out of the transit center impact vehicles and trains traveling on 156th Street?
the section along 156th Street will be problematic regardless, so this may be the lesser of evils
okay
underground or raised only! Too many adverse effects on vehicles and neighborhoods
agree
okay
Prefer previous alignment with route at 45 degree angle to Stony Plain Road & 156 St. Really no difference in distance to transit centre. (Plan as shown in colour brochure handed out - pg 29 - best option)
*This is going to cause such noise for the neighbourhood.
Don't like the 90 degree turn for reasons already stated on the display. Problem with moving the LRT stop is that it becomes less accessible to the area east of 156 St. that seems ripe for redevelopment to higher density.
n/c
It makes good sense for people moving from LRT to the bus station. But it creates a nightmare for vehicles that usually turn at 156 St.
More favourable if 90 degrees but restricted movement to traffic
(checkmark)
Slowing the train for a 90 deg turn does not seem to be much of an impact on LRT travel time to me. Focus on the best solution for LRT plus road traffic plus pedestrians overall
Keeping it closer to the transit Centre is probably a good idea.

OK
Keep the station and train clear from the road. Plan on Pg. 29 is ideal, possibly for above-ground retail space using current MacEwan building
I would like an underground station for the LRT at this stop.
Disagree the 90 degree will impede the traffic more
Not in favour of LRT on Stony Plain Rd. Bus is just as fast
No opinion
No opinion
Yes, please proceed with this option
This provides better connectivity to the Transit Centre. A positive change.
undecided
Indifferent. Less expropriation is good. New Jasper Place didn't look to have adequate capacity
No concerns.
Agree
Useful to have LRT stop on same side of street as Transit Centre

Please tell us what you would like Council to know about:
<b>LRT crossing at Stony Plain Road / 149 Street (New recommendation to change from ground-level LRT crossing to 149 Street underpass)</b>
I understand this is a traffic underpass not LRT As a result brochure does not reflect this but what about traffic lane and where and what are their accesses what businesses are closed At the north side of Stony Plain Road
excellent- Budget in cost
Well this alignment / Crossing change makes sense the city should attempt to keep the business in the area. London drugs and the TD Bank are easily accessible right now for many seniors in the area
this would work the best
The Underpass looks adequate. The separation is needed.
underpass here is best option. Consider underpass also at 142nd Street to relieve traffic increase on 149th Street
understand the need for the change- but have concerns around moving away from the original neighborhood integrated trolley train to a commuter train with tunnels and greater impact to Neighborhood. Concerns over lost retail that is less scuzzy- will that improve or hinder gentrification efforts in the area? Still prefer this to elevated train or alteration to Stony Plain Road
I agree but in general I dislike changes in elevation as it splits the neighborhood
like the idea of underpass. Impact on communities adjacent to 149th Street North of Stony Plain Road huge. Need to reconsider traffic pattern which will occur. Access into communities is being restricted by no left turn north onto 102nd Avenue. As well east side of 149th affected to 104th Avenue. Advanced planning to allow all the new Housing Development on East Side 149th Street
this requires a rethink. Business on the Northside of Stony will be inaccessible from the south of 149th Street. I have a condo on 102nd and 150th Street. We have not been advised of the anticipated 1) HUGE increase In traffic 2) the plan to take out the median on 102nd 3) the plan to eliminate left turns on 102nd Avenue 4) The plans to eliminate the major shopping area in Jasper Gates
BAD. I live in Grovenor, And I'm really unhappy with the idea of a freeway interchange (8 lanes) at 149 Street. This does not encourage walkability
Building an interchange with 8 Lanes of traffic next to residential neighborhoods is NOT Urban style anything. not Urban LRT. Not Urban interchange ( which is an oxymoron) . at grade is the best auction, or put a station under the intersection. no interchange.
Agree with recommended design change to underpass. Will parts of Stony Plain Road become one way to accommodate this?

I like the underpass concept, but I would recommend careful planning regarding mitigation of movement limitations on the north side. How to go from southbound on to the trail or turn north off the trail
I live in Grovenor 100 4th Avenue between 148th and 149th Street. no southbound access to Stony Plain Road so getting to West End:: Mall, Superstore, Home Depot Etc No requires route on 107th Avenue or through neighborhood to 156th and then left hand turn. - possibly more shortcutting through neighborhood to get turned around.
okay
underground or raised
I agree that the underpass is necessary
approve of 149 Street underpass
Agree to replace ground level crossing
Underpass definitely required
It has to be underground (underpass). I will never be able to get out of my neighbourhood if 149 St. is any slower.
I support the new recommendations
n/c
Love this design, leave the stony plain Road ground level and drop the 149 st. cars under it. Easier to move cares up and down grades than it is the LRT.
Hard to built. How would you move left turn traffic at 149 Street?
It makes more sense to put the LRT under the roadway but the roadway underpass is better than a level crossing. This intersection is backed up now at rush hour.
OK. But an excavated LRT (under) would be better
I generally support this. Find the best engineering solution e.g. raise St Pl Rd LRT a little, lower 149 St a little. Find the best combination carefully design drainage for lowered section to avoid flooding.
This is a very busy crossing & in order to also keep cars moving as well as the LRT this is probably a great idea
OK
Option on P. 30 is ideal, do not try to implement jughandle option, it will fail miserably
I am not convinced that there is any need for an underpass (or overpass) needed to improve E-W flow. Since Stony will be reduced to one lane from 142nd I suspect most will be turning s onto 149 St with fewer cars heading W. Stony Plain Rd westbound would clear quickly for twice as many cars will be able to fill the 2 turning (s-bound) lanes. The underpass would have the greatest benefit for 149 St N-S tavel & this proposal doesn't warrant the large disruption of businesses closing. I acknowledge that the LRT would benefit slightly from this option.
I agree with recommendation

Direct North/South route under Stony is best
Recommended: Elevated LRT before passing 149 st and remains elevated until it comes to 156 st.
Agree with underpass should consider for all major intersections if elevated & underground is not an option
Above ground or under ground only option. Bus is same as LRT - cheaper
Underpass preferred
I like this new recommendation
Agree
Agreed
Why not divert to 100 Avenue at this point headed west?
I think that this option makes sense, but it will need to be explained properly to the community as there seems to be a huge pushback based on the assumption that property will need to be expropriated.
Absolutely the wrong move. This will require costly acquisition & demolition of private property & negative environmental impact to MacKinnon ravine. There should be an elevated LRT station at this location.
Underpass is preferable
Does not improve traffic flow, in fact inhibits it more by not allowing easy access to direction change (ie N-W). Businesses at the corner will be gone (including my business!). Removing small businesses is counter productive and against what this LRT is claiming to bring. If small business is gone, why would people want to travel to 149 Street. Keeping the LRT elevated from 142nd to 152nd (ish) means traffic remains the same below & LRT can travel without any vehicle restraints. I am definitely for increasing public transportation but I think there can be revisions to ensure traffic can still move easily & the LRT is not adding to congestion. This will not improve traffic flow. It will increase traffic on other streets that are unable to handle it. Limiting E/W traffic to one lane does not help.
Support the grade separation proposal
I object to this. I like the original plan, at grade level, the best. Make 100 Ave & Stony Plain Rd one way. Done. By going underground at 149 St, you are changing the lives of many and the livelihood of many others. You have 2 seniors homes by the 149 St & 100 Ave or Stony Plain intersections who rely on the Shopping Centre, Jasper Gates. It seems to me you are catering to commuters who don't want to leave home 5-10 minutes earlier at the expense of many other people who call this area HOME.
undecided
I agree with this change even with the SB turn restrictions
I agree with the recommended changes to include the 149 street underpass. The flow of traffic in this area is already congested. The underpass will help eliminate further disruptions

to the area.

Grade separation is essential at that intersection. Free flow of 149 St is great. As this idea develops, please take into account the left turn access at 100th Ave. This intersection is more important than it appears: 3 churches at this corner as well as Crestwood Arena use this for access throughout the week. It is also the main neighbourhood access and the starting point of Candy Cane Lane! The current drawing shows that traffic turning southbound onto 149 from Stoney Plain road will not be able to access the left hand turn due to ramp length; this will impact these amenities and the neighbourhood very negatively.

We think that bridging the LRT over a depressed roadway at 149 St is a bad idea for these reasons:

1. An LRT overpass would be an uncharacteristic intrusion on the streetscape. It will just look out of place.
2. An LRT overpass with depressed roadway will inevitably be much more expensive than a grade crossing.
3. An overpass will cause the loss of several active, popular businesses to the north and south along the west side of 149 St, in particular the TD Bank and London Drugs to the south and possibly Apache Seeds to the north
4. As far as we can see, at least, the intersection seems to be suitable for a grade level crossing and special features like an overpass do not seem to be necessary in the first place.

This plan looks promising - best to maintain grade level access to LRT here, which is great.

<b>Please tell us what you would like Council to know about:</b>
<b>LRT crossing at Stony Plain Road / 142 Street (No change recommended to planned ground-level crossing)</b>
Very dangerous intersection for Walkers Northside 102 to Northside Stoney at 141
My concern because closest to home- not like 111th Street- lights Bells Crossing arms and on its own traffic light system
okay as per 2013 concept plan
might be congested- cannot be avoided
As long as it doesn't disrupt the flow it is probably okay. I hate that it is going down Stony Plain Road. It was the last good, efficient way of going downtown
Put in an underpass on 142nd Street for better traffic movement. Traffic diverted from 156th Street can use 149th and 142nd streets
I agree
I have no concerns about this
This is fine. Final design should tighten up intersection for safer pedestrian access to trains. No slip Lanes, tight 90 degree turns for vehicles
Recommended design seems to work with West Block development
NEED - MUST INSTALL Advanced green lights for North South traffic on 142nd Street as more traffic uses it to access Stony Plain Road and the downtown. - Get rid of the current restriction on left turns at this corner.
okay
the traffic is already excessively busy at that corner. Now you are forcing drivers and neighborhoods to reroute. Underground or raised - not rocket science
consider overpass or underpass. With West Block development (3 towers of 17 stories) where will all the cars park? Blue Chicago (Aldritt dev.) is going to bring more congestion. Residences In LRT overlay will need restricted parking.
High traffic corner; consideration should be given to over or under pass!
This is a huge pressure point that is not being addressed. Underground or overpass at 142 St. required (Raised station platform at West Block continuing on overpass over 142 St. best option.)
n/c
acceptable
I think it is better to ease 124 St. Yes to this.
There is too much traffic here now. LRT needs to go under / over this intersection.
X - should be excavated LRT. Too much traffic on 142 St to cross 6+ lanes on SP Road
I generally support this. Concern: Will cause a bad road traffic bottleneck. Already is a problem



because 102 Ave & 104 Av (ST PL RD) merge to one road here. Bound to get worse.
I don't think we can afford elevated crossings at all intersections
Why not change to 142 St. underpass similar to 149 St. solution?
Keep the LRT near the West Block Development.
Elevate the crossing
*Very happy to hear that there will be no bells at this crossing. With 2 highrises there, sound carries all the way up so I was worried that is all I would hear. Great news!! :)
Should be underground, elevated or underpass
Not ground level - bus is just as fast
Would prefer underpass
Above grade or below preferred to avoid traffic delays
Keep as is
No change is needed.
Where will cars park when occupants board LRT? Side streets already congested. With major infill ongoing in Grovenor (esp. multi family residences), parking is a growing concern.
Sure leave it. I don't think this will change anyway.
No concern.
It would be better to be elevated but understand that it doesn't make sense in the context of the overall route plan.
Current grade-level access will integrate well with planned developments at this intersection.

<b>Please tell us what you would like Council to know about:</b>
<b>124 Street stop (New recommendation to relocate platforms one block east)</b>
need another stop between 124 and 142
Pedestrian activated Crossings?? Need to go with coordinated traffic flow too
Better to do land Acquisitions have station West of 124th for a future TOD. ( Northwest corner of 124th Street)
this makes sense
better
the relocation to ensure a level station is logical. Why was an unlevel station proposed in the first place?
I agree (my neighbourhood) design of station could reflect the Westmount Heritage buildings
1. too far away to get to in the winter. 2. too much vehicular traffic on 124th Street Left turn[ illegible]
This is a major intersection with regular traffic backups and no parking. We are already at gridlock
seems like a good move
Not sure what the benefit is? Original location looked to better support 124th Street commercial
makes sense based upon the road conditions
no leave one on each side
?
okay
ok
Good. Allow turns (left & right) north on 103/Stony Plain east of 124 St. Put a dual left turn at 116 St & 2 lanes at 121 St. While 1 block further for us - one block is not that far! The traffic oattern changes are way better for Westmount & Groat Estates. Please limit access to Groat Estates - in & out - north & south of Stony Plain Rd.
This is one long way between stops. I live in Glenora and would not walk the distance to the nearest statin because it is a long ways away. I will be driving.
(checkmark)
No comment. Why not move 120 St. stop half a block east also?
Relocating 1 block east will mean less problem at 124 St.
Call it 123rd St. stop then, do not mislead the citizens
I agree

Disagree making people walk an extra block to connect to regular transit running N&S on 124 Street
The extra block is a problem for older population
No opinion
No opinion
Yes, please proceed with this change, havin both the 124th St stop and the 120 St stop this close together is okay since the passenger demand in this area will be high
Platforms should be co-located, not staggered.
I suppose this change is needed
Indifferent
OK, but give every consideration to a traffic signal at 128 St / Glenora Pointe with a service road through Gl Pt and the adjacent lot in Woodbend Place so that all 3 cul-de-sacs will have an exit / entry with a traffic signal at 128 St in the event of an accident on Stony Plain Road...which will happen.
Although not a big issue, its unfortunate that residents west of stony plain now have to cross the busy 124th street to get to the station. Overall this is not a huge concern just not as convenient as previously designed.
OK
124 Street is a main destination for many - I hope this change does not significantly affect accessing businesses by foot after taking LRT.

<b>Please tell us what you would like Council to know about:</b>
<b>104 Avenue / 109 Street (No change recommended to planned ground-level crossing, also affecting 107 Street)</b>
All crossings must be coordinated- not separated otherwise huge delay- what happens during major events at the arena?
have elevated station West of 109th Street And eliminate 112th station to save 1/3 of capital cost of having two stations at 112th and 109th streets
elevated makes more sense here. or for sentimental value create a new Rat Hole going east west here instead
it would cause a traffic nightmare due to the congestion of Grant MacEwan
I agree
finally a reasonable decision.
Seems to make good sense to keep original design for this station
again, this will be a problem area regardless
okay
?
slight concern as this is a very busy intersection
Please tell us what you would like Council to know about:
Please tell us what you would like Council to know about:
Please tell us what you would like Council to know about:
This should be a train overpass. Too much traffic N/S on 109 st.
n/c
(checkmark)
No comment. Looks like there could be significant impact on road traffic here. Make sure you find the best overall solution.
Not sure how this will work as 104 Ave & 109 Street currently very busy - especially now fewer left turns off Jasper so more traffic uses 104 Ave to access north of Jasper in downtown area.
Why not change to 109 St. underpass similar to 149 St. solution?
P 38 option w/ underground rail from 107th turning into 102nd Ave.
I agree
Should be underpass, elevated, underground
No opinion
Above grade or below preferred
keep as is

An underground station should be considered at this location, to minimize traffic disruption at the 109 St. / 104 Ave. intersection
looks good
You should elevate it. Interrupting the intersection is concerning. Three times the cost is inconsequential for perpetuity
I vehemently oppose this recommendation. As a resident of the area, and a strong supporter of LRT, I believe this would be a nightmare for residents, visitors, and commuters of all kind. To have such a busy intersection, already to backed up in every direction due to delays around Rogers Place, the metro line at kingsway, and other volume delays, delayed even more would decrease overall buy in for the project and continue to perpetuate the stigma around our city and LRT planning. As someone who lives beside the MacEwan station, and deals with the delays of the metro line and the whole fiasco, this proposal makes me incredibly upset. The city must do better on this line, or else voters will continue to push against LRT.
109 street and 104th Avenue is already very congested with traffic. This area will continue to grow with new development which will result in even more congestion. It will make driving through this area very difficult and might push more cars to 107th ave or Jasper ave which are both extremely congested. An elevated train would be a much better design. I don't think an elevated train is an eye store. Its more convenient for pedestrians and drivers.
no comment
This is fine with me - I have no issues with a ground level crossing here.

<b>Please tell us what you would like Council to know about:</b>
<b>Sidetrack on 104 Avenue (New recommendation to relocate sidetrack from 107 Street)</b>
Running out of time- sidetracks necessary- assuming wherever is least impactful on flow of traffic
I feel like this will be rather unsightly and the former location would have been a better choice
okay
No problem
no comments
no -less traffic on 107th Street
ok
n/c
If it helps the congestion chaos it will be good
(checkmark)
Do you really need to store care here. Why not do all storage at the two ends of the line?
No opinion
No complaints, other than ensure the road stays two-laned
I agree
?
?
Agree
No opinion
Yes, this is necessary
No concerns with this change.
Indifferent. Probably a good idea though question willingness to walk to Valley Line for Rogers events.
No opinion
no comment

<b>Please tell us what you would like Council to know about:</b>
<b>Neighbourhood access from Stony Plain Road(Substituting “jughandle” path for left turns)</b>
where is that discussed?
it will be a learning curve that might be a pain initially
okay
<ol style="list-style-type: none"> <li>1. 127th Street northbound must be able to access Groat Road</li> <li>2. 127th Street and Stony Plain Road houses a seniors facility where DATS, emergency vehicles, cars and family members come and go</li> <li>3. current plan as at 124th Street Is silly (the roads are too narrow, traffic too high, and danger level excessive) Not to mention pizza delivery, UPS, Etc which will be lost</li> </ol> <p>Planning for Stony Plain to be single Lane is very scary- At rush hour it's busy. One accident will cause impressive delays</p>
slight inconvenience in return for reduced shortcutting seems reasonable
I typically don't turn left onto 124th Street now so this proposed change probably won't impact me
workable as long as the intersections have the proper controls as needed (like lights)
if using Jug Handle then which Avenue to use? 100 second likely best unless blocked by 149th Street changes. or 104th Avenue? Then West to which street.- Then have to have another set of traffic lights on Stony Plain Road.- Disruption of traffic flow?
yes okay
this will create much vehicle congestion on 101st Avenue and 142nd Street (corner) . With that 101st Avenue full of parked vehicles on both sides, two-way traffic will be very difficult. It is now with all the Housing Development between 142nd Street and 143rd Street
Definitely going to drive down property values. Feel sorry for the residents! Seriously - a 10-12 block detour through a residential neighbourhood? That's laughable!
Excellent!
You must have regular correspondence with the residents of the cul-de-sac before any permanent decision is made.
Probably be a plague of traffic for the houses & occupants in the jughandle; just wait for their input to Council when it all begins.
(checkmark)
Glad to see some thought going into this. Concerned about impact to residents of jughandle routes. Their res. Street becomes an arterial road.
Doable I guess
If you are using the underpass option, allow for traffic to go in EVERY direction!!!
I prefer left turns
?

?
No opinion
No: left turns are already messed up w/LRT crossings at the U of A / Belgravia. ABOVE OR BELOW GRADE!
If it's a safety concern then absolutely the jughandles should be scrapped and left-turn should be allowed
No concerns with this change.
You gotta do what you gotta do. Route really should be using 102 Ave thru Glenora as the road is oversized for current traffic.
I am very concerned with the flow of traffic in this area. I'm also concerned about getting in and out of my own neighborhood as well as having increased traffic flow through the neighborhood due to decreased turning capabilities. I would highly recommend elevating the train from 120 street to 130 street.
Awkward, but understand the necessity. I know this is a bit late to the party but why can't the tracks be located on one side of the road rather than in the middle? Then left hand turns are only affected in one direction.



<b>Do you have any other comments?</b>
the process of explication needs a presentation overview
<p>Comment form should have referred to page #s in brochure.</p> <p>How do all the new bike lanes get coordinated?</p> <p>Pedestrian traffic - how is that considered - asked an employee here and was told not considered yet!</p> <p>Environmental Impact is critical - must be a priority - business impact and their compensation during construction.</p> <p>Keeping public well informed.</p>
Stony Plain Road jug handles a bad idea
<p>it businesses in Jasper Gates( ( TD, London Drugs) are going to be removed due to land expropriation and there are no plans for them to rebuild on the site, the city should consider making that parking lot a park and ride location. Paid fees for Monday through Friday 8 to 5 p.m. and free after these hours.It would at least encourage more people to use the new LRT route instead of driving into downtown</p>
change the speed limit on 111th Avenue from Groat Road to 116th Street to 60 kms
<p>Creating intersections with an F traffic rating is not acceptable! Just because you put in a glorified Streetcar doesn't mean everyone is going to suddenly hop on it. we don't have the density to support a properly exclusive Transit System. with our spread out City you can't ignore the need for keeping traffic flowing.</p>
<p>instead of diverting most of the traffic from 156th Street to 149th Street the traffic could also be diverted to 142nd Street. This would take pressure off 149th Street and would work better for future increases in traffic. Put an underpass also on 142nd Street and Stony Plain Road to better accommodate extra traffic. The city is growing.</p>
<p>Even though my wife and I each own a car, we both believe that Transit has priority. Therefore waiting for a little while longer at street level Crossings is just part of a livable City. We dislike elevated railbeds and underpasses generally as they result in dividing neighborhoods. Both Toronto and Vancouver are currently tearing down their elevated roads just for this reason</p>
<p>it is imperative that the access to MacKinnon Ravine from Grovenor be kept , and that Grovenor residents Have safe and comfortable routes to access the LRT stops at 142nd Street and 149th Street. Don't make us play Frogger to get to the train or ravine</p>
<p>this project was sold as urban-style LRT. Every Change that has been made moves further and further from that vision.</p>
<p>I would like more information on the design of the Lewis Farms park and ride / maintenance yard and when the NSP will be having public engagement to get our input on the proposed amendments to the NSP</p>
<p>Overall, my biggest concern is 104th Street and the loss of two lanes of traffic to the LRT. This was all fine and dandy until you started the Jasper Avenue re envisioning project where you took away Lanes of traffic for yoga classes and ping pong. Where are the cars going to go? Add those two projects together and this is insane! My two cents - keep the LRT on 104th... But modify the Jasper Avenue project to let the buses part in and out of the sidewalk Lane.</p>

keep your expanded sidewalks a bit... But get the buses out of the way. if you don't add these projects together in their impact this will be a nightmare. And I live downtown.
Thank you for having these sessions
no above ground (elevated) except at West Edmonton Mall area
take into account traffic. People still have to drive.
I am concerned about the environmental impact at 149th Street at the end of McKinnon ravine. Concerned about increased traffic when driving downtown because Stony Plain Road will be decreased to one lane in each Direction
please consider bee / pollinator-friendly / Edible Landscaping instead of grass! Thank you!
Encouraged by more consultation with the community. Now, let the city Administration truly listen to our concerns and act on them. We want livable and accessible neighborhoods!
The City missed the boat 10 years ago. 107 ave was and still is the best option to join the west end with downtown. Much too much negative impact on vehicle traffic on Stony Plain Rd. I support Coun. Knack's initiative to investigate trackless train technology, would at least reduce infrastructure cost. Rubber tire trains already exist in Canada - Metro system in Montreal. - Stony Plain Rd between 142 St & 149 St will also be a pain point. Downtown commuter traffic will use 107 Ave as Stony Plain Rd becomes gridlock. Traffic circle needs to be removed at 102 Ave & 142 St and 107 widened from Groat Rd West to 170 St.
I hope the city will put up a few lights off 97 Ave to be able to get onto 149 st. It is going to be HELL getting out of my neighbourhood. I'm on ****-*** St. Put up some turning lights to give a person a chance without having MORE accidents happening due to frustrated drivers. I feel I will become a prisoner in my neighbourhood unable to get out from all 4 angles: 95 Ave, 156 St., 149 St., 142 St. How will someone in the neighbourhood get out to even turn onto 156 St.?
(More space!!) The "neighbourhood access from Stony Plain Road" sign says this is currently under discussion with neighbourhood. We live in the neighbourhood and have not been contacted - mailed, phoned etc. That would be nice so we can have input. 149 St - there is no left turn (EB) until 127 St & the 123 St. loop. This will dramatically increase traffic & shortcutting thru Westmount / Groat Estates north of Stony Plain Road. Put traffic thru at Brewery district.
I am concerned with the Business along 156 st to 149 st. With the extent of construction how are they and their landlords going to survive?? There has been a number of boutique business that have opened up that we love such as the Gluten Free Bakery Shop, I can't imagine them surviving??
There was an important meeting specifically for the 3 cul-de-sacs on the 23rd Jan. Apparently notification was left in mailboxes. We did not get one.
I hope to see stop at 189 Street and 87 Ave for community of Belmead and Aldergrove. Will be glad to hear if this will start on construction tool.
Too narrow corridors for proper planning resulting in too slow speeds. Too complex track maintenance, & snow removal aspects; & too much congestion in the narrow corridors. Why

107 Ave was ignored is silly! 104 Ave through Stoney Plain Road is too congested & too narrow for successful transit planning to date & council will be faced with poor resulting transit.
Spend the money and do this right. Don't make intersections impassable to save money. Heading south to the freeway will be extremely difficult if 142 St. and 149 St. are level crossings
City Council has a terrible history with LRT projects. Build it right, spend the money or don't build it at all. If people are going to accept this environmentally protect (i.e. Heat) the stations
Can you still support the concept of ST PL RD as a walkable town high street with LRT present? Will LRT R.O.W. be securely separate from other road users? You may need to educate drivers and other road users to properly respect crossings with no barriers or special lights. Use public funds wisely but do not be cheap. Find best balance of costs, benefits & impacts.
I know the idea is to get people on LRT but don't forget there are some people that need to drive (ie - live too far from bus & LRT lines)
<ol style="list-style-type: none"> <li>1. Entire LRT system in higher traffic areas should be / have been underground.</li> <li>2. Take LRT extension to the International Airport ASAP.</li> <li>3. Resolve software issues ASAP - for entire system.</li> <li>4. Allocate funding ASAP to resolve the problem of rail/bus/airport transfers for tourists - need a hub. Present situation is an embarrassment</li> <li>5. Good coffee - thank you!</li> </ol>
Informative session was great, just have a larger space next time.
There is a lot of traffic that takes 149 st to Stoney Plain Rd. With St Pl rd going to 1 lane how much more traffic will divert to 142 st instead of 149? Ferhan said he will send me traffic impact to 142 st. Please have him do that **@***
We have a business located at Jasper Gates SQ (149 St & Stony Plain Rd where TD, Safeway...are) Our concern is traffic got re-routed or inaccessible to the plaza.
The LRT should be elevated or underground all the way. Having ground level with only one lane of traffic will be a huge impact on traffic. You will now be stuck behind regular buses on stony plain road. Having the LRT stop at every light is not a light rail system it is just a glorified bus causing traffic delays and costs to the tax payers. What is your plan for snow removal?
Rapid transit make more sense than LRT at ground level. Stopping at every light is not better than what we have now. 1 lane each way on Stony Plain Road will be a nightmare! How do you plan to handle snow removal?
The concern for me lies within the signalling system/logic. I do not want another NAIT line scenario, and it was explained that they will use a light system like road users. I am unsure of the safety of this as well as the impact it will have on road users.
My preference is above or below grade all the way to avoid traffic issues / left turn issues. Understandably this creates noise for residents but below grade would be another option.
Our building and business (**** Stony Plain Rd) will be displaced by the LRT. ... we are subject to the bylaw which restricts our ability to move. You are effectively destroying our business and refusing to give us any timely assistance in dealing with this problem.
I believe that the proposed changes are a positive development. I fully support low-floor LRT

rather than high floor or BRT based on the community impact / benefit and the cost. BRT is not cheaper over the long run and will not spur the development that the city desire. I strongly recommend preventing traffic from going north on 127th street (even just putting bollards one block north of 104 Ave / Stony Plain Rd along 127th in order to let cars do a "jughandle") & that is is not used as a shortcut. I strongly encourage pedestrian connections at least every second block along 104th Ave, in order to comply with th 104th Ave corridor plan

It seems the city is "cheaping out" on the Valley Line by refusing to elevate key sections of the line, such as at Stony Plain Road / 149 Street. The lessons of the Metro Line at Kingsway have clearly not been learned. Very disappointing.

A number of us were commenting that having one way traffic on Stony Plain Rd and opposite direction on 100 Ave would ease congestion and noise - plus be easier for traffic flow.

I am against having the LRT on Stony Plain Rd. anywhere. It is the wrong street for LRT it is not wide enough. This should be on 107 Ave. This will put a lot of legitimate businesses out of business during & after construction is completed on Stony Plain Rd.

There should be a plan to open segments as completed.

I am 100% in support of LRT and this route. 109 St crossing at grade is concerning and three times the cost for elevation is inconsequential if we are to own this train forever.

After all downtown residents have been through with the Metro line, volume delays, construction etc I am disappointed to see the city continue to recommend an option that screams of complete tone deafness to the downtown resident experience. I love living downtown, rely on public transit, and am frustrated every time ETS fares go up, and I still look out my window and there are Metro line delays. Or I sit in overwhelming traffic on 104 ave, in both the bus or car share, and think what an at grade track would do at such a major intersection. I truly hope that the public speaks up on this issue, and that council/city administration realize that the drive to keep costs down is what got us in the Metro line mess in the first place. If that is the priority for the valley line as well, citizens will be furious at the failure. Please reconsider the planning of this project realizing that these types of recommendations are turning even the strongest of LRT supporters against such a poorly planned part of the process.

I understand elevating the train can cost up to 3 times the amount of ground level. However, this is tax payers money well spent. We need to build this train correctly the first time with future growth and development in mind. Edmonton is no longer a "small town" city. We continue to promote new growth and new business opportunities but still have the small town mindset when it comes to infrastructure. I have traveled to many places in the world and every where you go you see elevated rail systems. Why does it seem that its good for the rest of the world but our city is too narrow minded to open up to this idea. I have family in Vancouver and Burnaby, they all overlook the Skytrain and don't even notice. They are so thankful that the city did the right thing, were forward thinking and elevated the train. Please , i urge you to consider elevating through the downtown core past 124th street. Thank you for your consideration.

How can a discussion about T.O.D development be incorporated into the 149th St intersection? It is mentioned in both the 142 St and 156 St stops, but the 149St St commercial area is largest and currently the most heavily used. If part of that commercial area has to be modified to allow for the underpass, how can the design (sidewalks, access, landscaping) still promote ease of

walking from the neighbourhoods on the other side of the grade separation (Crestwood, Grovenor). We don't want to be isolated from our main shopping area (or forced to drive instead of walk).

I think the present plan looks great! I am happy to see that the majority of LRT, especially stops, remain at grade to promote ease of access and exiting. This will promote higher levels of use.

I am concerned about safety at the 128 street and 106 Ave intersection. I am concerned about value of my house and property. I am concerned about the safety of street parking. I am concerned about the safety of children living on what was supposed to be a quite residential street and is now being proposed as a high traffic thoroughfare and turnaround route.

***Appendix 6 – Part 1 Information Displays***

# Welcome!

**LRT Crossing Assessment**  
**Valley Line West**  
Lewis Farms - Downtown

Edmonton

## Public Engagement Session

The Valley Line plays an essential role in connecting Edmonton's communities.

With construction underway on Valley Line Southeast, we are now working to have Valley Line West ready to go as soon as additional funding becomes available.

This includes reviewing and refining the preliminary design to account for changes that have occurred since it was prepared in 2013.

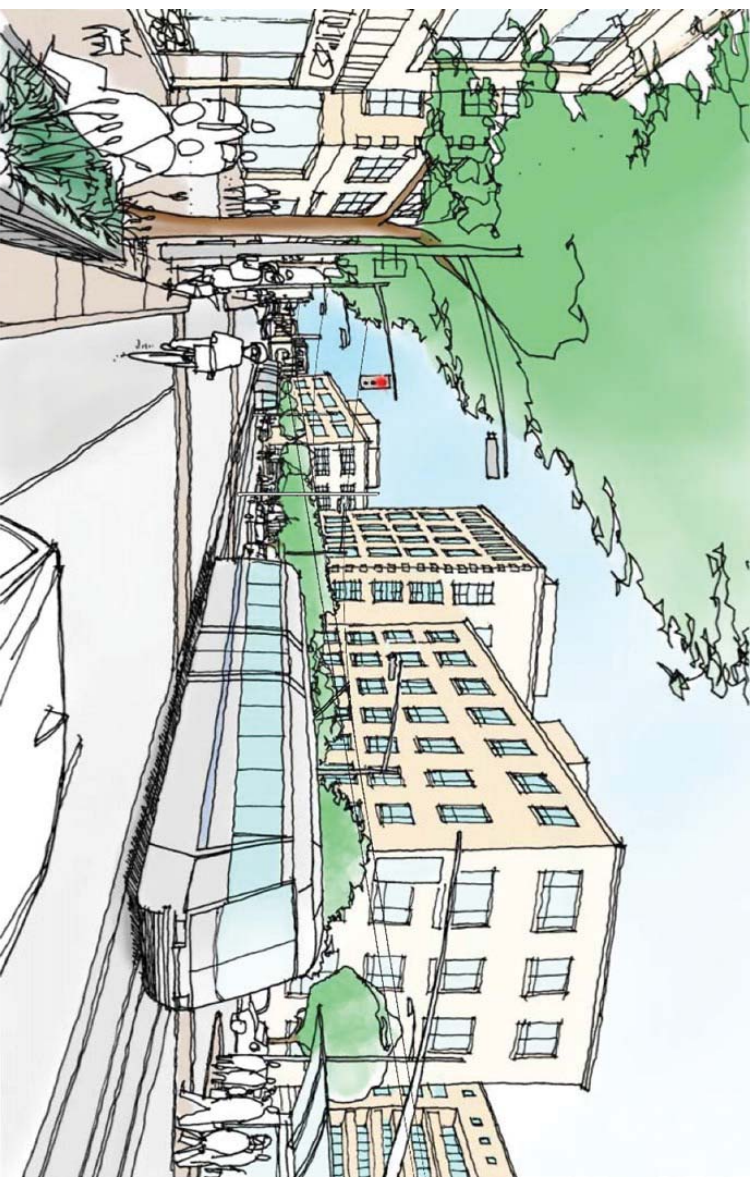
# Purpose of This Engagement

**LRT Crossing Assessment (149 Street)**  
**Valley Line West**  
Lewis Farms - Downtown

Edmonton

## Preparing to Launch Valley Line West

- As we fine-tune the preliminary design, we are looking at high-volume intersections to ensure planned crossings are still appropriate.
- We want to hear from you on any issues and opportunities we need to consider as we assess the crossing at Stony Plain Road and 149 Street.





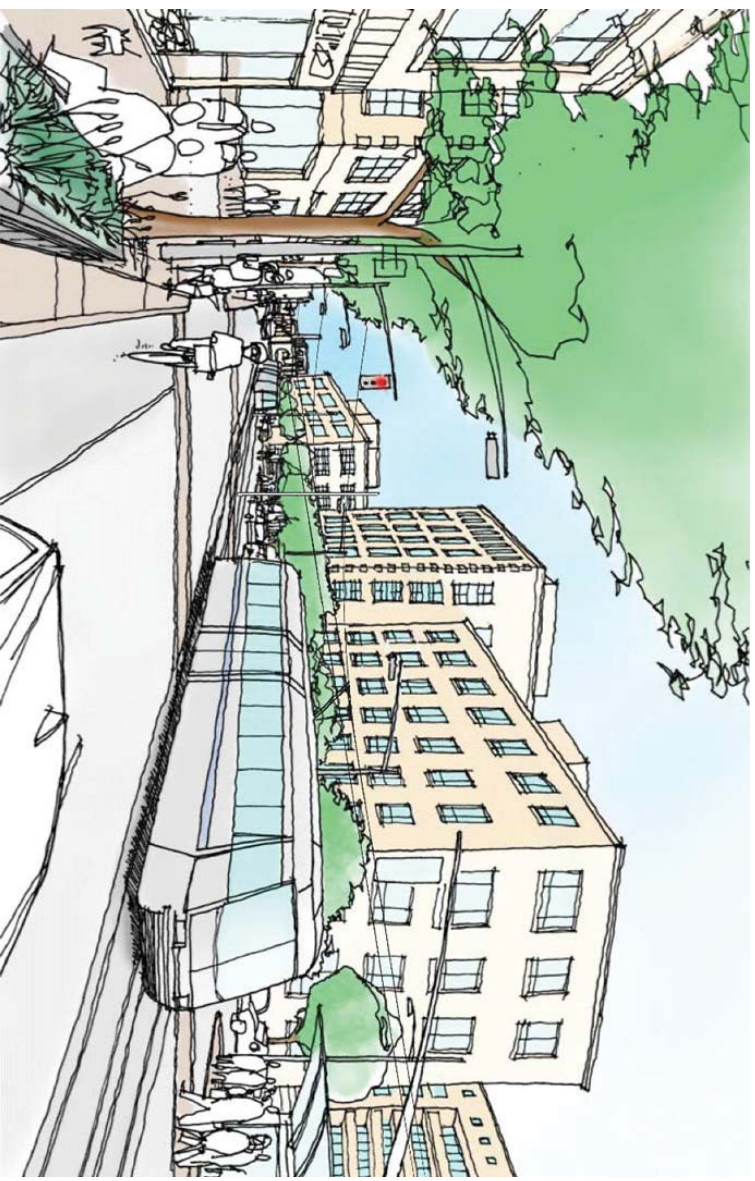
# Purpose of This Engagement

**LRT Crossing Assessment (178 Street)**  
**Valley Line West**  
Lewis Farms - Downtown

Edmonton

## Preparing to Launch Valley Line West

- As we fine-tune the preliminary design, we are looking at high-volume intersections to ensure planned crossings are still appropriate.
- We want to hear from you on any issues and opportunities we need to consider as we assess the crossing at 87 Avenue and 178 Street.



# Background

## LRT Crossing Assessment Valley Line West Lewis Farms - Downtown

Edmonton

## Valley Line—New, Urban-Style LRT

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- The Valley Line is a new, urban-style LRT line that is very different from the existing Metro Line and Capital Line.
- It uses low-floor cars that can be boarded from platforms that are close to sidewalk height, like a bus stop.
- It runs alongside traffic and is controlled by regular traffic signals, like the cars on the road.
- With frequent stops, LRT access will be within walking distance for thousands more people.
- It is designed to fit into surrounding communities without creating visual or physical barriers.



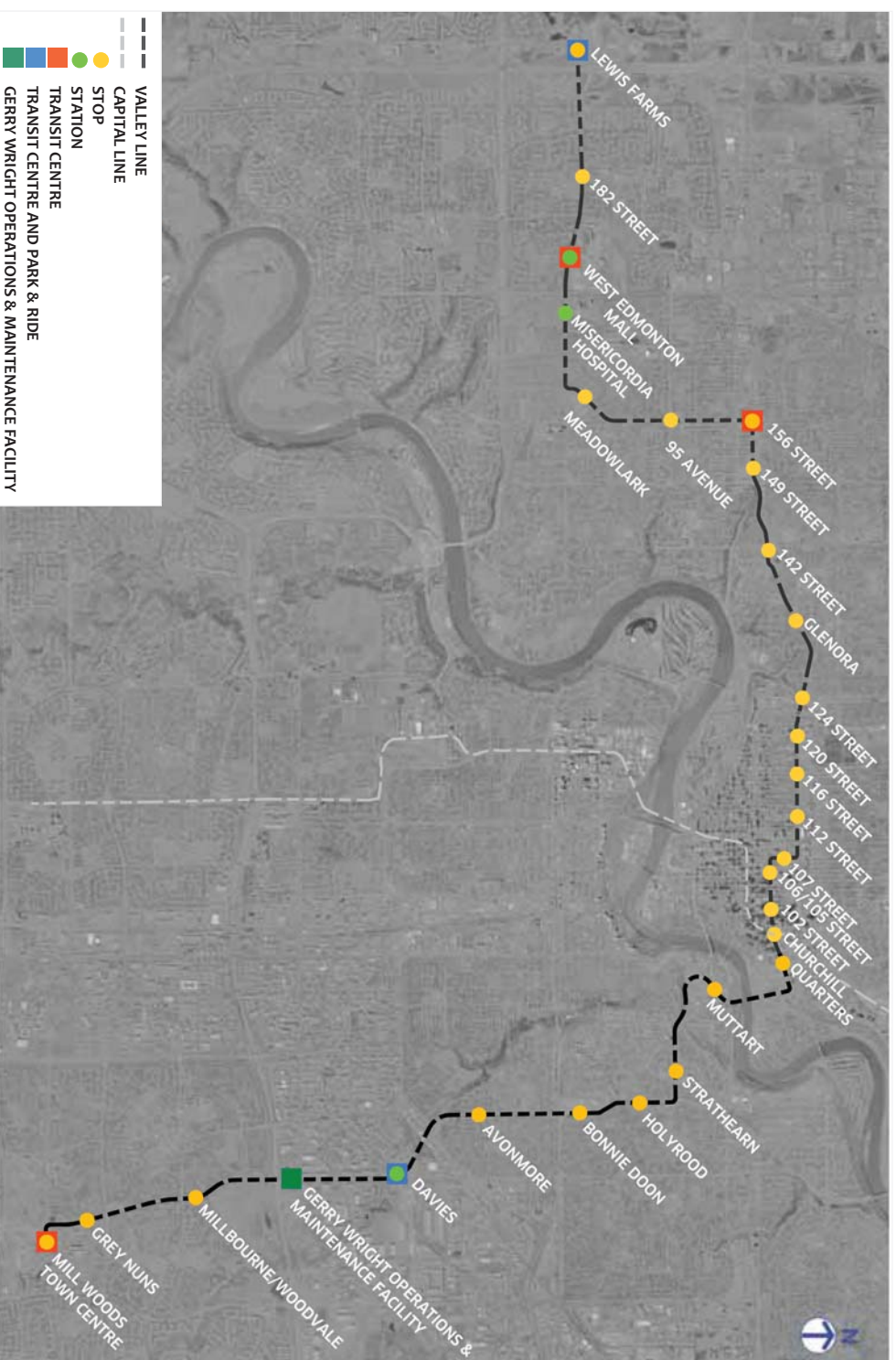
Rendering of a typical Valley Line LRT stop (pictured: Holyrood Stop)

# Background

## LRT Crossing Assessment Valley Line West Lewis Farms - Downtown

### Valley Line Corridor

- 27 kilometres
- 25 stops; 3 stations
- 2 Park & Ride locations (Davies & Lewis Farms)
- 3 Kiss and Ride locations
- 6 bridges
- Pedestrian bridges at Connors Hill and over Whitemud Drive
- 1 tunnel
- 1 operations and maintenance facility
- **PARK & RIDE**  
Carpark connected to transit station that allows commuters to park vehicles and transfer to bus or LRT
- **TRANSIT CENTRE**  
A stopping point for bus and LRT where commuters can move from one transit mode to the other



### Current Approved Concept Plan (2012)

- Preliminary design for the Valley Line was set in 2013, based on the concept plan approved by City Council in 2012. The concept plan defined the location of the tracks, stops and stations.



# The Options & Their Characteristics

## LRT Crossing Assessment (178 Street) Valley Line West Lewis Farms - Downtown

### Current Approved Concept Plan (2012)

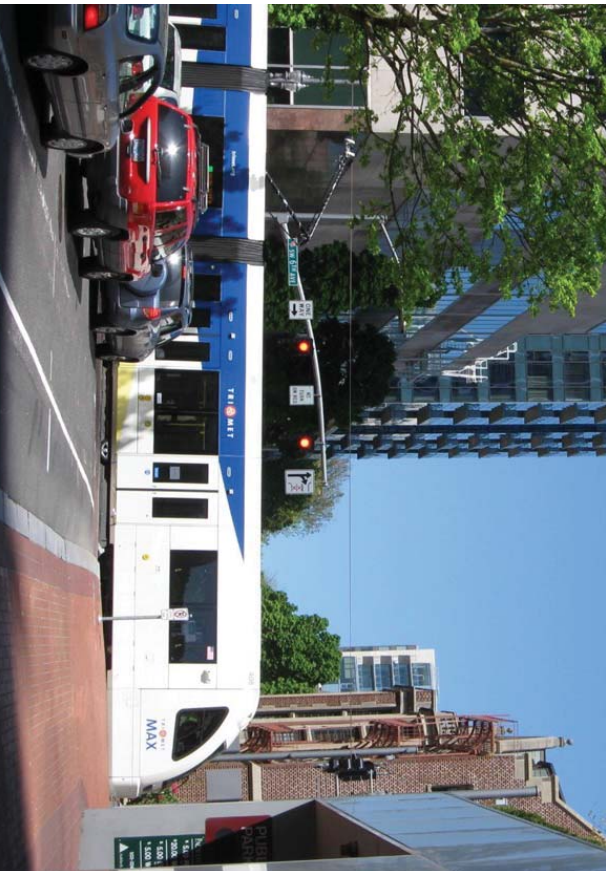
- Preliminary design for the Valley Line was set in 2013, based on the concept plan approved by City Council in 2012. The concept plan defined the location of the tracks, stops and stations.



### At-Grade Crossings—Typical Characteristics

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- In an at-grade crossing, the LRT crosses through the intersection when the light is green (and waits when the light is red), just like a car.
- At some intersections, the green light may be extended briefly until the LRT passes through.
- At typical intersections on the Valley Line, there will be no crossing arms, flashing lights or bells.



At-grade intersection crossings of Portland MAX (low-floor LRT)

(TravelPortland.com 2013)

### Above-Grade Crossings—Typical Characteristics

- Above-grade crossings require a bridge to clear the intersection.
- The bridge consists of a single, large beam that is strong enough to support the weight of the bridge, trains, snow, wind, etc.
- Depending on location, the guideway may be supported by a single pedestal or a wide-legged structure.
- Side railings are required for safety of maintenance staff.
- If a station is needed near the intersection, it needs to be elevated as well.



Seattle, WA



Richmond, BC



### Below-Grade Crossings—Typical Characteristics

- A below-grade LRT crossing involves the LRT travelling below the intersection in a tunnel.
- The tracks need to ramp downward towards the entrance of the tunnel (the portal).
- The ramps would begin as far as two blocks away from the intersection on each side.
- The ramp down to the portal is typically an open, excavated area with walls and safety railings at surface level.



Rendering of Valley Line LRT tunnel portal in the Quarters  
(Architectural theme is specific to this location)



Valley Line tunnel under construction



Portal for Capital Line on 111 Street south of 63 Avenue, looking north



Portal for Capital Line on 63 Avenue, looking south



# Assessment Framework

LRT Crossing Assessment  
Valley Line West  
Lewis Farms - Downtown

Edmonton

## Many Factors to Consider

### LRT CROSSING ASSESSMENT FRAMEWORK\*

Category	Key Factors
<p><b>Accessibility:</b> How the various transportation modes link between one another and with adjacent developments</p>	<ul style="list-style-type: none"> <li>• Promotes pedestrian connectivity through safe and efficient transfers and connections between various transportation modes (includes pedestrian connectivity)</li> <li>• Ease of LRT station/stop accessibility based on pedestrian connectivity</li> <li>• Connectivity between LRT stations/stops and transit centres</li> <li>• Ease of vehicular access (delivery, service and emergency) to adjacent businesses, communities and future developments</li> </ul>
<p><b>Network Operations:</b> How the surrounding and broader transportation network is impacted</p>	<ul style="list-style-type: none"> <li>• Provides safe interactions between the various transportation modes</li> <li>• Improves network efficiency through minimization of travel delays for active modes (pedestrian, bike, etc), transit, emergency vehicles and goods movement in both opening day and long-term time horizons</li> <li>• Provides the optimal LRV (Light Rail Vehicle) reliability / minimizes potential of delay to LRT operations and as a result minimizes LRV fleet requirements</li> <li>• Transportation network resiliency (surrounding network capacity)</li> </ul>
<p><b>Urban Design &amp; Social Environment:</b> How the surrounding communities and stakeholders are impacted</p>	<ul style="list-style-type: none"> <li>• Promotes City vision of integrating land use and transportation development through Urban LRT</li> <li>• Promotes increase in adjacent property values</li> <li>• Minimizes negative impacts to connectivity between adjacent communities</li> <li>• Privacy and visual impacts</li> <li>• Promotes public safety</li> <li>• Creates “placemaking” (positive public spaces) opportunities</li> <li>• Appropriate fit with adjacent land uses (planned or existing) and proposed Transit Oriented Development (TOD) planning</li> <li>• Minimizes impacts to parkland and open spaces</li> <li>• Reduces potential noise/vibration impacts</li> </ul>
<p><b>Feasibility &amp; Construction:</b> Feasibility, cost and risk assessments</p>	<ul style="list-style-type: none"> <li>• Reduces life-cycle costs – capital, operating, maintenance and renewal</li> <li>• Reduces need for private property acquisition</li> <li>• Constructability</li> </ul>

\* Approved by City Council June 2017

## What Do You Think?

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### COMPLETE A FEEDBACK FORM

- In addition to the City's LRT crossing assessment framework, what issues, opportunities and other considerations should we take into account when the LRT crossing is reviewed?

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

- Visit us at [www.edmonton.ca/valleylinewest](http://www.edmonton.ca/valleylinewest)
- Email us at [LRTprojects@edmonton.ca](mailto:LRTprojects@edmonton.ca)
- Contact the LRT Projects Information Centre by phone at [780-496-4874](tel:780-496-4874)

***Appendix 7 – Part 2 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.

Following up on public engagement sessions held earlier this year, we welcome your input on refinements being considered to account for changes that have occurred since the preliminary design was prepared in 2013.

# Purpose of this engagement

**Valley Line West**  
Lewis Farms - Downtown

Edmonton

## Project update and input opportunity

- **Inform:** Provide a status update on refinements to the LRT preliminary design
  - **Consult:** Report on the assessment of LRT crossings at key intersections (including what we heard during previous engagement) and obtain further advice and input
- Your input will help to inform City Council as it considers options

### 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.**

# Where we are in the process

**Valley Line West**  
Lewis Farms - Downtown



## 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

## Next steps

- 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:** Possible start of construction
- 2024:** Possible start of operation

# LRT vision

## Valley Line West Lewis Farms - Downtown

### Edmonton's future LRT network

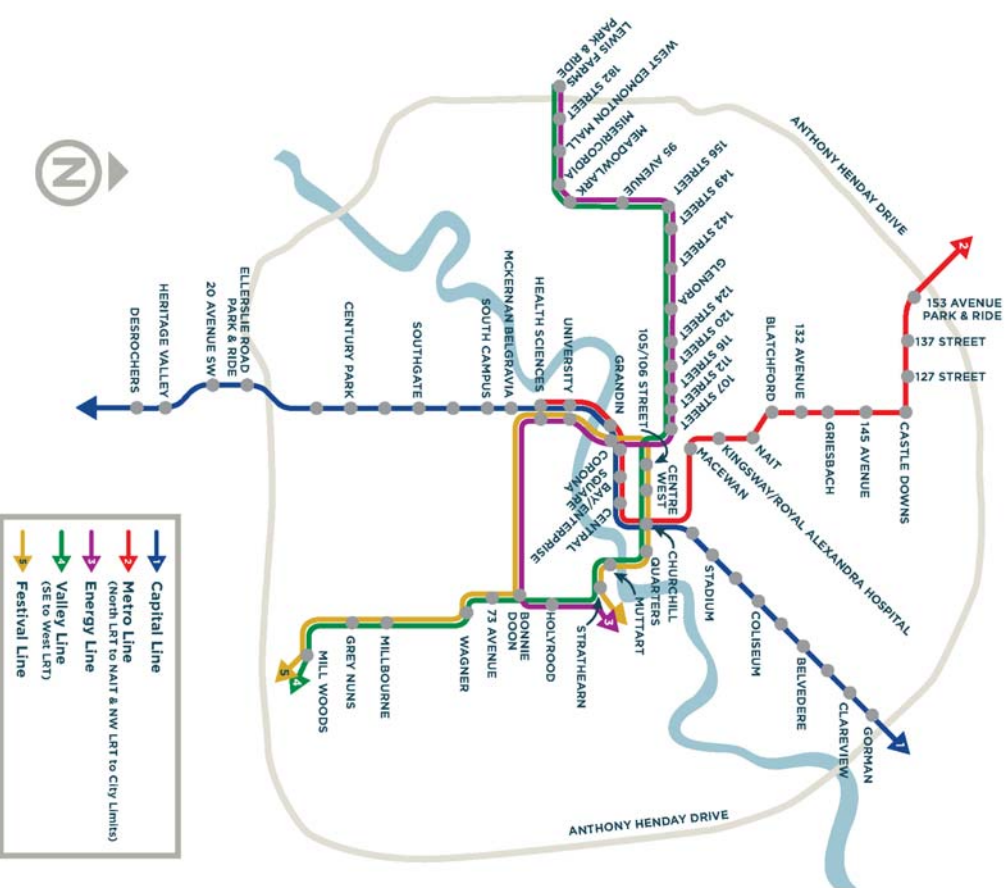
Over the next several years, the City's LRT network will grow to make light rail accessible to more and more Edmontonians. With Valley Line Southeast now under construction, the next LRT priorities are:

#### Construction

- Valley Line West (Lewis Farms to Downtown)
- Metro Line north to Blatchford

#### Further developmental work (listed alphabetically)

- Capital Line south to Ellerslie—to update preliminary engineering
- Centre LRT (previously known as Downtown Circulator or Downtown Connector)—for concept planning
- Metro Line from North Blatchford to Campbell Road—for preliminary engineering

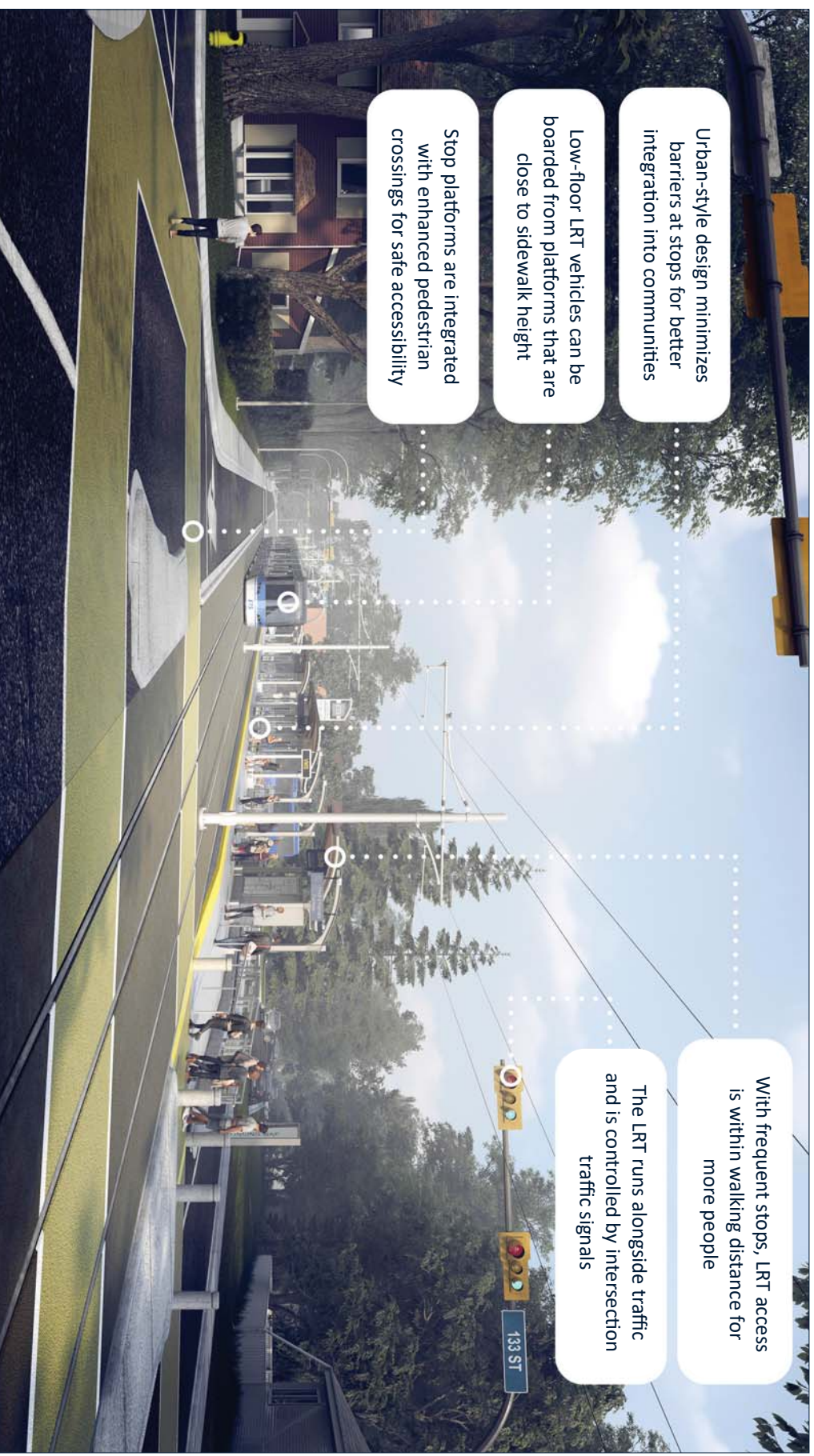


# Background

**Valley Line West**  
Lewis Farms - Downtown

Edmonton

## New urban-style and low-floor LRT



Rendering of a typical Valley Line LRT stop (pictured: Glenora Stop)



# Background

## Valley Line West Lewis Farms - Downtown

## Valley Line West corridor highlights

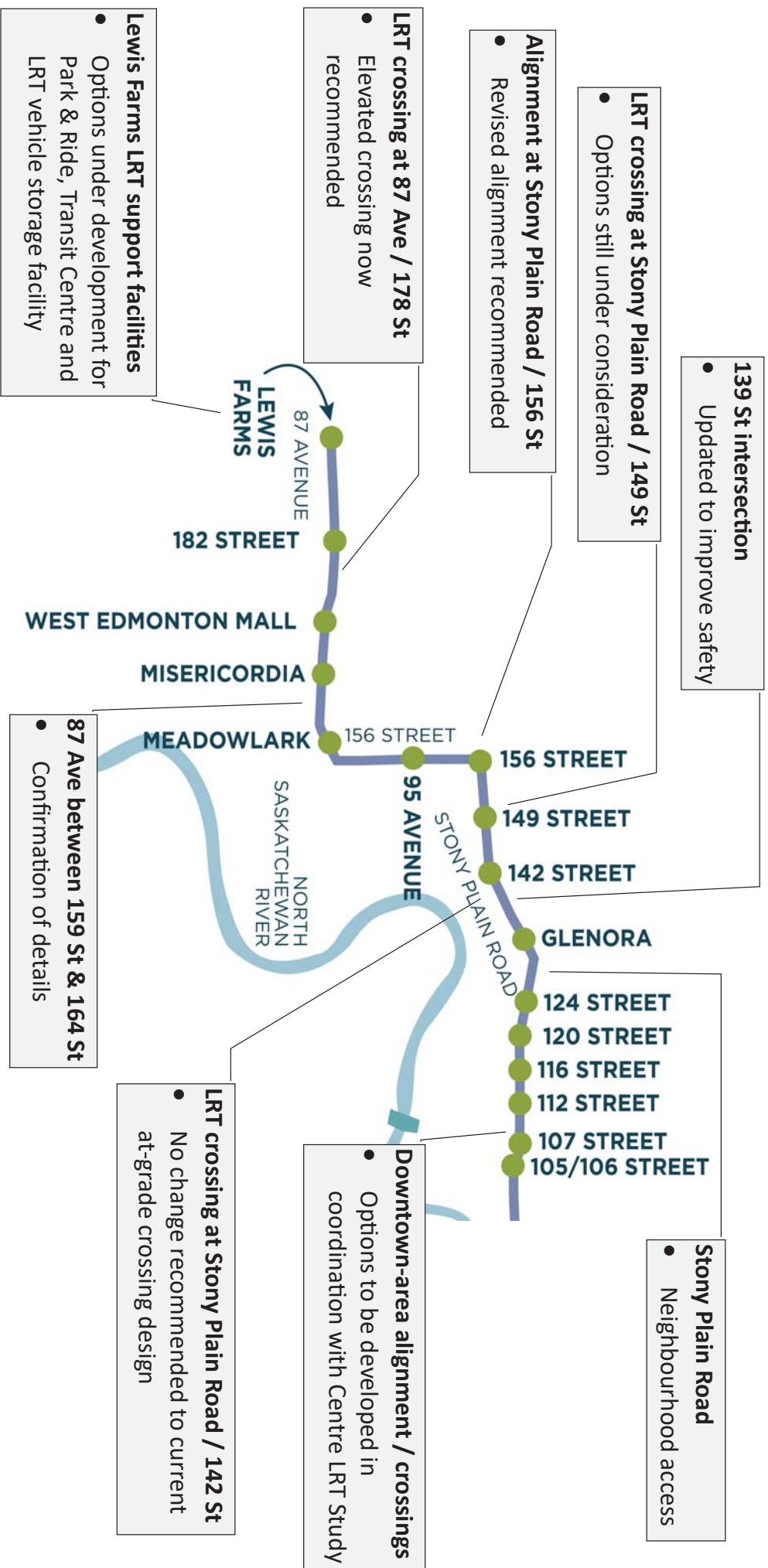
- 14 kilometres
- 14 street-level stops & two elevated stations
- Transit centres at Jasper Place, West Edmonton Mall & Lewis Farms
- Park & Ride at Lewis Farms
- Travel time 30-35 minutes from Lewis Farms to downtown
- Trains every 5 minutes during peak periods
- Concept plan approved by Council in 2012
- Preliminary design completed in 2013; currently under review for refinements to prepare for possible procurement in 2018



# Review & update

## Valley Line West Lewis Farms - Downtown

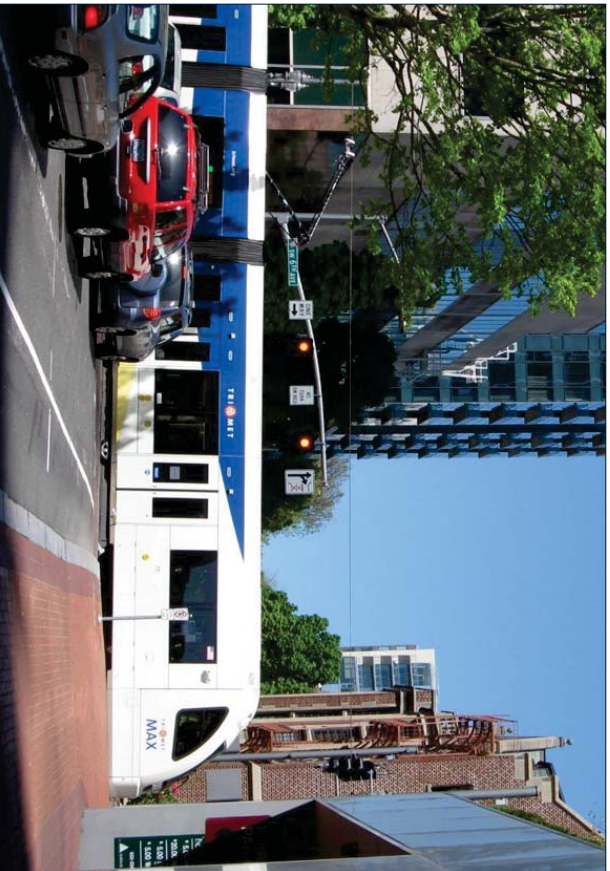
### Locations highlighted in this session



### At-grade LRT crossings—typical characteristics

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- In an at-grade crossing, the LRT crosses through the intersection when the light is green (and waits when the light is red), just like a car
- At some intersections, the green light may be extended briefly until the LRT passes through
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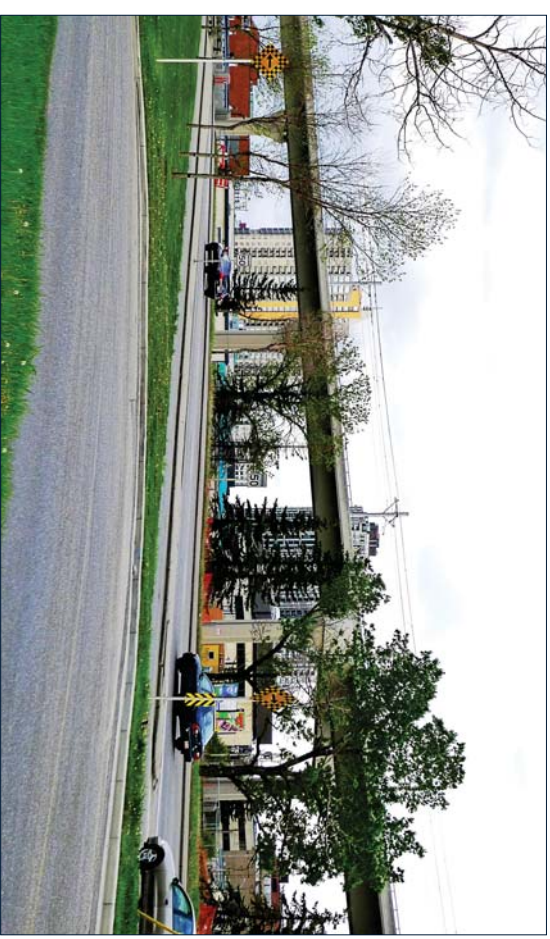


At-grade intersection crossings of Portland MAX (low-floor LRT)

(TravelPortland.com 2013)

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Calgary, AB



Seattle, WA



Seattle, WA



Richmond, BC

## Below-grade LRT crossings—typical characteristics

- A below-grade LRT crossing has the LRT travelling below the intersection in a tunnel
- The tracks need to ramp downward towards the entrance of the tunnel (the portal)
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- The ramp down to the portal is typically an open, excavated area with walls and safety railings at surface level



Rendering of Valley Line LRT tunnel portal in the Quarters  
(Architectural theme is specific to this location)



Pedestrian entrance at Grandin station



Portal for Capital Line on 111 Street south of 63 Avenue, looking north



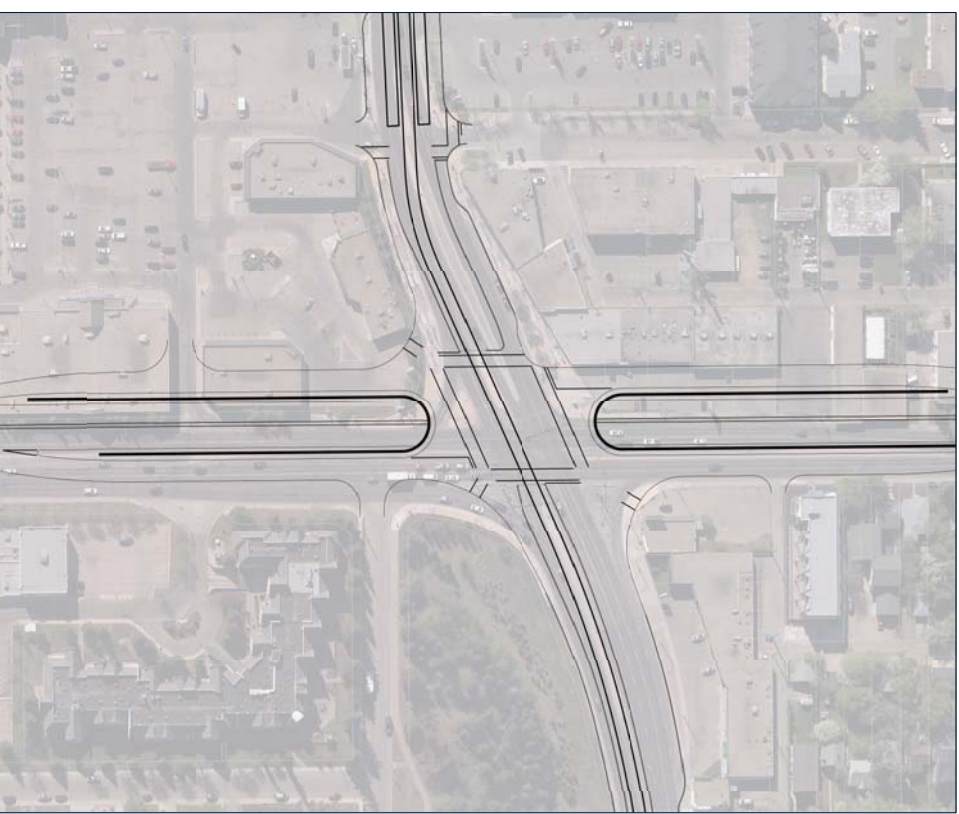
Portal for Capital Line on 111 Street south of 63 Avenue, looking north

## Road underpass crossings—typical characteristics

- For a road underpass, the cross-street is lowered to pass under a bridge that carries the LRT and the street beside it
- To retain the turns to and from the cross-street, a small interchange can be built, which increases the footprint compared to the original intersection
- The arrangement would be similar to the single-point interchange at Yellowhead Trail and 97 Street, but more compact



Single-point interchange at Yellowhead Trail and 97 Street



Approximate layout for underpass at 149 Street

# Design update

**Valley Line West**  
Lewis Farms - Downtown

Edmonton

## 87 Avenue / 178 Street crossing (current)

### Current design description

- Under the 2013 preliminary design, the LRT track would leave the elevated station at West Edmonton Mall, remain elevated as it crosses 87 Avenue, and come down to ground level slightly east of 178 Street

### What we heard

Public engagement for the crossing assessment at this location revealed:

- Concern over congestion and a high collision history at the intersection
- Residential neighbourhood impacts, including access, non-resident parking and short-cutting
- Adjacent property impacts, including noise
- Significant support for an elevated crossing

This input has been considered along with other factors in the assessment process.

### Status

- This is no longer the preferred option



## 87 Avenue / 178 Street crossing (recommended change)

### Recommended change: elevated LRT crossing

- Based on the assessment, an elevated crossing at 178 Street is recommended
- With this alignment, the LRT track would leave the elevated station at West Edmonton Mall, and cross 87 Avenue as with the previous design, but it would remain elevated over 178 Street and come back to ground level just east of 182 Street

### Reasons for recommendation

- Reduced impact on 178 Street traffic
- Eliminates 178 Street impact on LRT run-time
- Lowest-cost of grade-separated options
- Maintains pedestrian connection along south side of 87 Avenue

### Considerations

- LRT would be more visible from adjacent properties on south side of 87 Avenue due to elevated guideway

### Other grade-separated options considered

- North side alignment would be more visible from north side properties and has more constructability, traffic and access issues
- Median alignment involves greater constructability and traffic issues





# Design update

Valley Line West  
Lewis Farms - Downtown

Edmonton

## Stony Plain Road / 156 Street (current)

### Current design description

- Under the 2013 preliminary design, the LRT track takes a diagonal path across the block south-east of the 156 Street intersection
- The design included the relocation of the Jasper Place Transit Centre to the southwest corner of the intersection

### Review findings

- Proposed Jasper Place Transit Centre location poses design and operational constraints
- As a result, it is recommended that the Jasper Place Transit Centre remain at the existing location just west of 156 Street



# Stony Plain Road / 156 Street (recommended change)

### Recommended change: 90-degree turn

- With this change, the alignment would continue down the middle of Stony Plain Road and turn onto the west side of 156 Street
- The LRT stop would be just a few steps away from the Jasper Place Transit Centre, which would remain in its existing location

### Reasons for recommendation

- Places LRT stop closer to existing transit centre for a more direct and efficient bus-LRT transfer with no street crossings required
- Better urban form and potential for transit-oriented development

### Considerations

- Increases LRT run-time due to sharper turn
- Higher impact on road traffic with greater restrictions on intersection turning movements

### Other options considered

- Tunnel alignment would have much higher cost than at-grade options and would require underground station, making access to LRT less convenient



## Stony Plain Road / 149 Street crossing (current)

### Current design description

- Under the 2013 preliminary design, the LRT track follows a median alignment down Stony Plain Road and crosses 149 Street at ground level

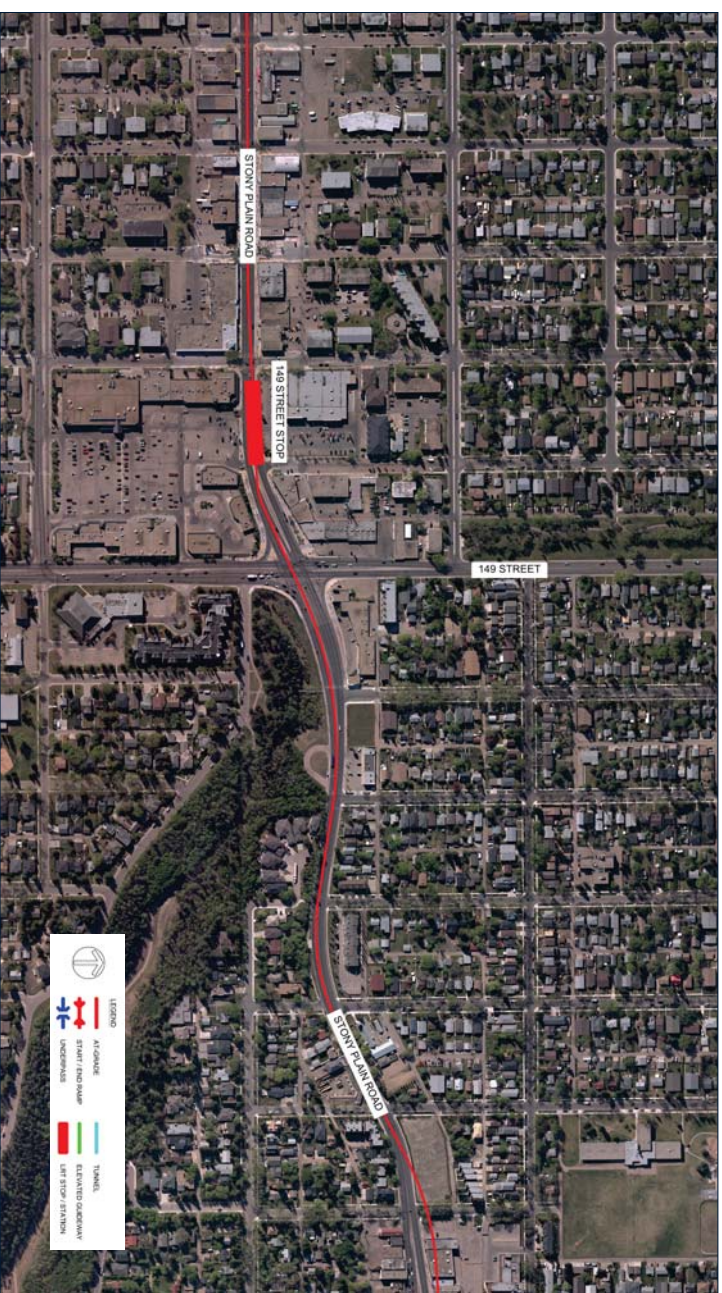
### What we heard

Public engagement for the crossing assessment at this location revealed:

- General concern over road congestion
  - Impacts on local residential neighbourhoods, including access, non-resident parking and short-cutting
  - Visual impacts if the LRT were elevated
  - Business impacts, including access and parking
  - Support for a grade separation was somewhat stronger than support for the at-grade crossing
- This input has been considered along with other factors in the assessment process.

### Status

- This option remains under consideration



## Stony Plain Road / 149 Street crossing (alternative option 1)

### Under consideration: elevated LRT crossing

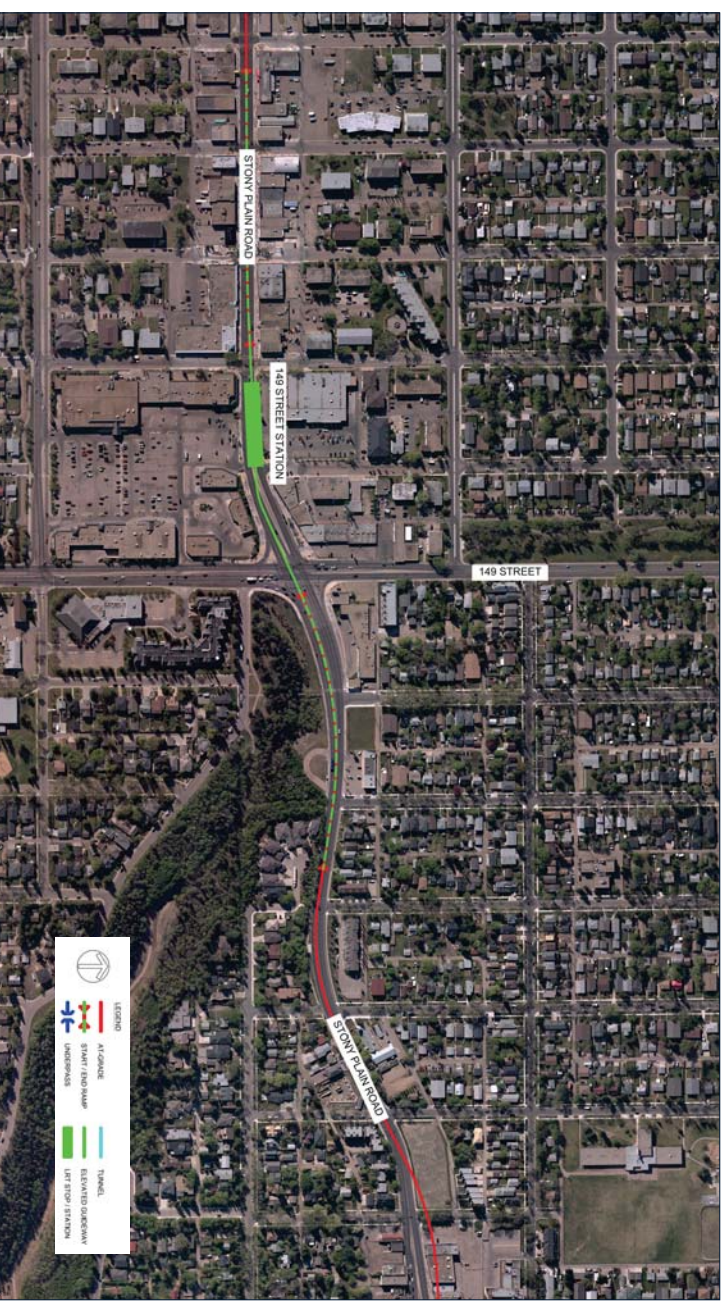
- An elevated crossing of 149 Street would follow the same median alignment as the current design, but cross above 149 Street to an elevated station instead of a street-level stop
- On the east side, the track would begin to ramp up just west of 146 Street
- On the west side, track would reach ground level again just east of 154 Street

### Considerations:

- Eliminates impact on 149 Street through traffic
- Improved LRT run-time
- High cost
- Affects more accesses and is more visible from adjacent properties
- Requires elevated station, making access to LRT less convenient

### Status

- This option remains under consideration



## Stony Plain Road / 149 Street crossing (alternative option 2)

### Under consideration: LRT in tunnel

- In a tunnel crossing of 149 Street, the LRT would follow the same median alignment as the current design, but cross underneath 149 Street to an underground station instead of a street-level stop
- The tunnel portal on the east side would be located just west of 146 Street
- On the west side, the tunnel portal would be located just east of 154 Street

### Considerations

- Eliminates impact on 149 Street through traffic
- Improved LRT run-time
- LRT less visible from adjacent properties along tunnelled portion, although tunnel portals would have significant visual presence
- Much higher cost than at-grade and elevated options
- Requires underground station, making access to LRT less convenient

### Status

- This option remains under consideration



# Design update

Valley Line West  
Lewis Farms - Downtown

Edmonton

## Stony Plain Road / 149 Street crossing (alternative option 3)

### Under consideration: 149 Street underpass

- In this new urban interchange option, the LRT and Stony Plain Road would remain at ground level, with 149 Street passing underneath

### Considerations

- Free flow for 149 Street through traffic under Stony Plain Road
- Improved LRT run-time
- Cost and constructability challenges
- Arrangement has larger footprint requiring additional property acquisition

### Status

- This option remains under consideration



## Stony Plain Road / 142 Street (no change recommended)

### Current design description

- Under the 2013 preliminary design, the LRT track follows a median alignment down Stony Plain Road and crosses 142 Street at ground level
- It is recommended that the current design remain unchanged

### Reasons for recommendation

- Supports integration of at-grade LRT stop at this location with ongoing development currently underway
- Better integration into neighbourhood

### Considerations

- Current design has higher impact on traffic crossing the tracks at 142 Street than a grade separation
- Public input on 149 Street and 178 Street crossings suggests there may be similar concerns regarding congestion at 142 Street

### Other options considered

- Elevated crossing has higher cost than at-grade option; requires elevated station with less convenient access; inconsistent with local development requirements
- Tunnel alignment has much higher cost than at-grade; requires underground station with less convenient access; also inconsistent with local development requirements



# Design update

## Valley Line West Lewis Farms - Downtown

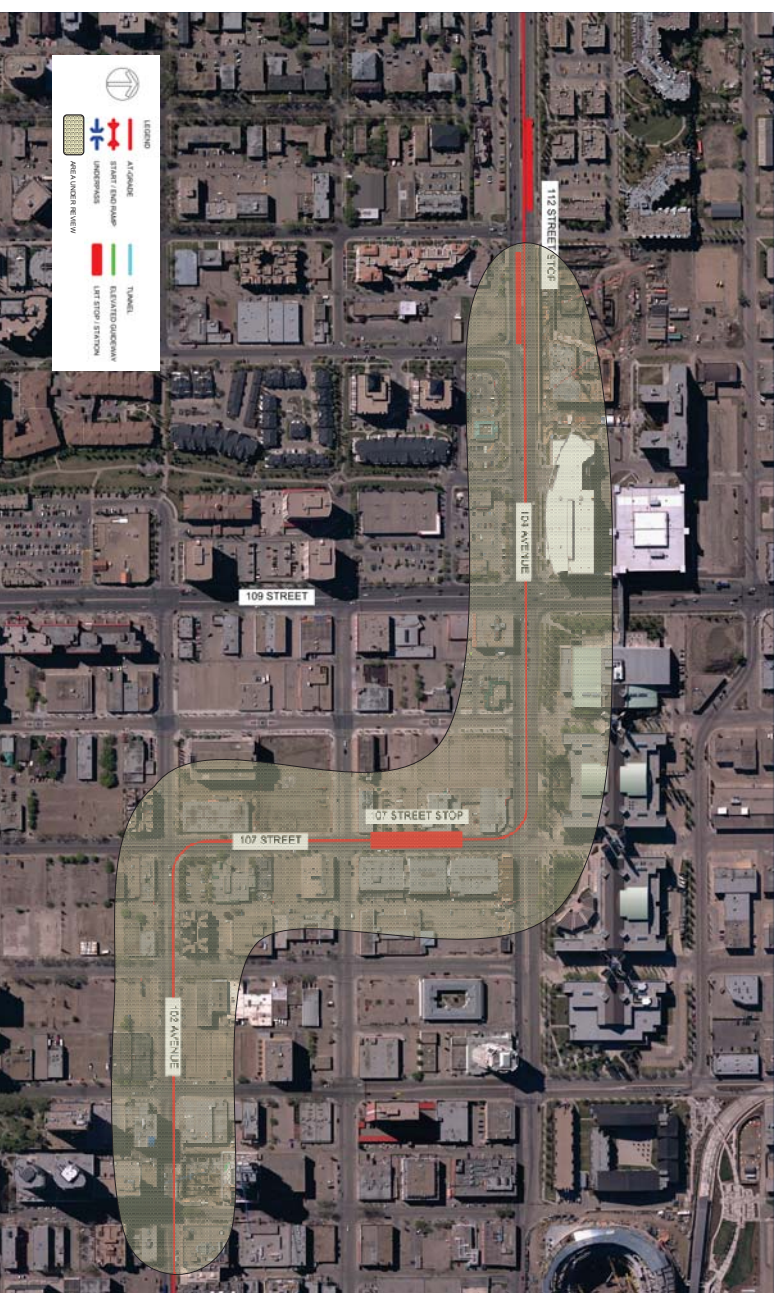
### Downtown (under review)

#### Current design description

- Under the 2013 preliminary design, the LRT track follows a north side alignment westward along 102 Avenue, proceeds north on the west side of 107 Street, and then turns west down the middle of 104 Avenue

#### Status

- This area is undergoing further review to ensure coordination with the Centre LRT study currently underway





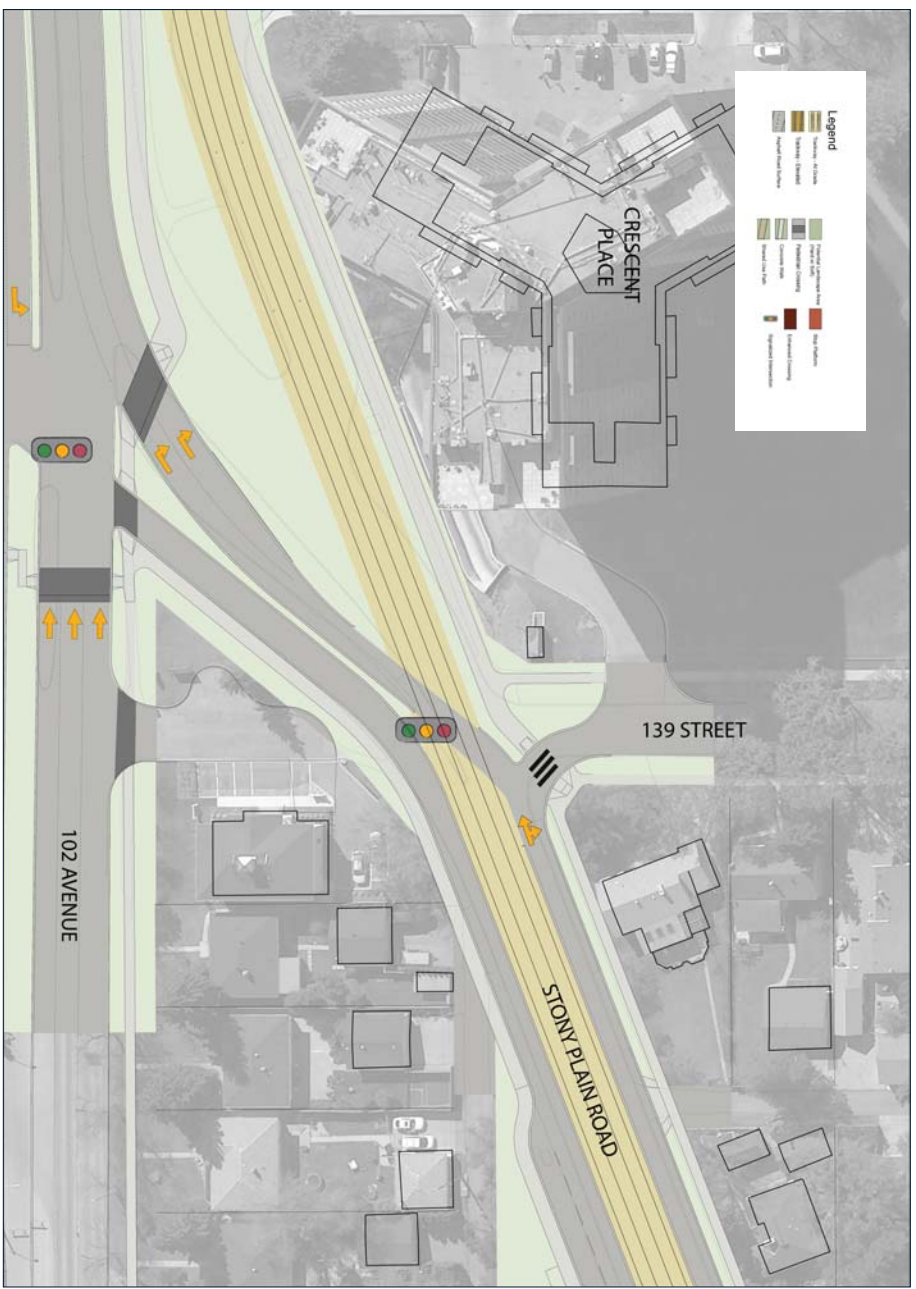
# Design update

Valley Line West  
Lewis Farms - Downtown

## 139 Street intersection

### 139 Street intersection update

- In the current design, right turns out of 139 Street would be permitted on a green signal, where the westbound lanes of Stony Plain Road cross the LRT tracks
- Even with the signal, this movement would require an awkward weave onto a constrained section of road
- The updated design would maintain right turns *into* 139 Street, but eliminate right turns *out* of 139 Street to improve safety



# Neighbourhood access from Stony Plain Road

## Using jughandles

- For safety reasons, LRT tracks can only be crossed where there are signals
- For efficient movement of traffic, the number of signals on Stony Plain Road is limited, thereby reducing left-turn opportunities into and out of neighbourhoods
- Due to space constraints, not all signalized intersections permit left turn movements
- Designated turnaround loops at 129 Street and 127 Street are no longer being recommended due to safety and slope stability considerations
- By using a jughandle path around the block, motorists can continue to reach their destinations

The U-turn route for a westbound vehicle on Stony Plain Road would be right on 128 Street, left on 104 Avenue, left on 129 Street and left onto Stony Plain Road.

The U-turn route for an eastbound vehicle would be left at the signal at 127 Street, right on 105 Avenue, right on 126 Street and right again onto Stony Plain Road.

To head north onto 124 Street from eastbound Stony Plain Road, a vehicle can make a right turn at 123 Street, followed by consecutive right turns at 104 Avenue and 124 Street.



# Design update

Valley Line West  
Lewis Farms - Downtown

Edmonton

## 87 Avenue between 159 Street & 164 Street

### Confirmation of details

- Service roads along 87 Avenue between Meadowlark and 165 Street are removed to maintain two lanes of traffic in each direction without property acquisition
- On-street parking is retained in specific locations where it can be accommodated
- This will require the reduction of the posted speed limit in this area from 60 km/h to 50 km/h



# Design update

## Valley Line West Lewis Farms - Downtown

### Lewis Farms

#### Current design description

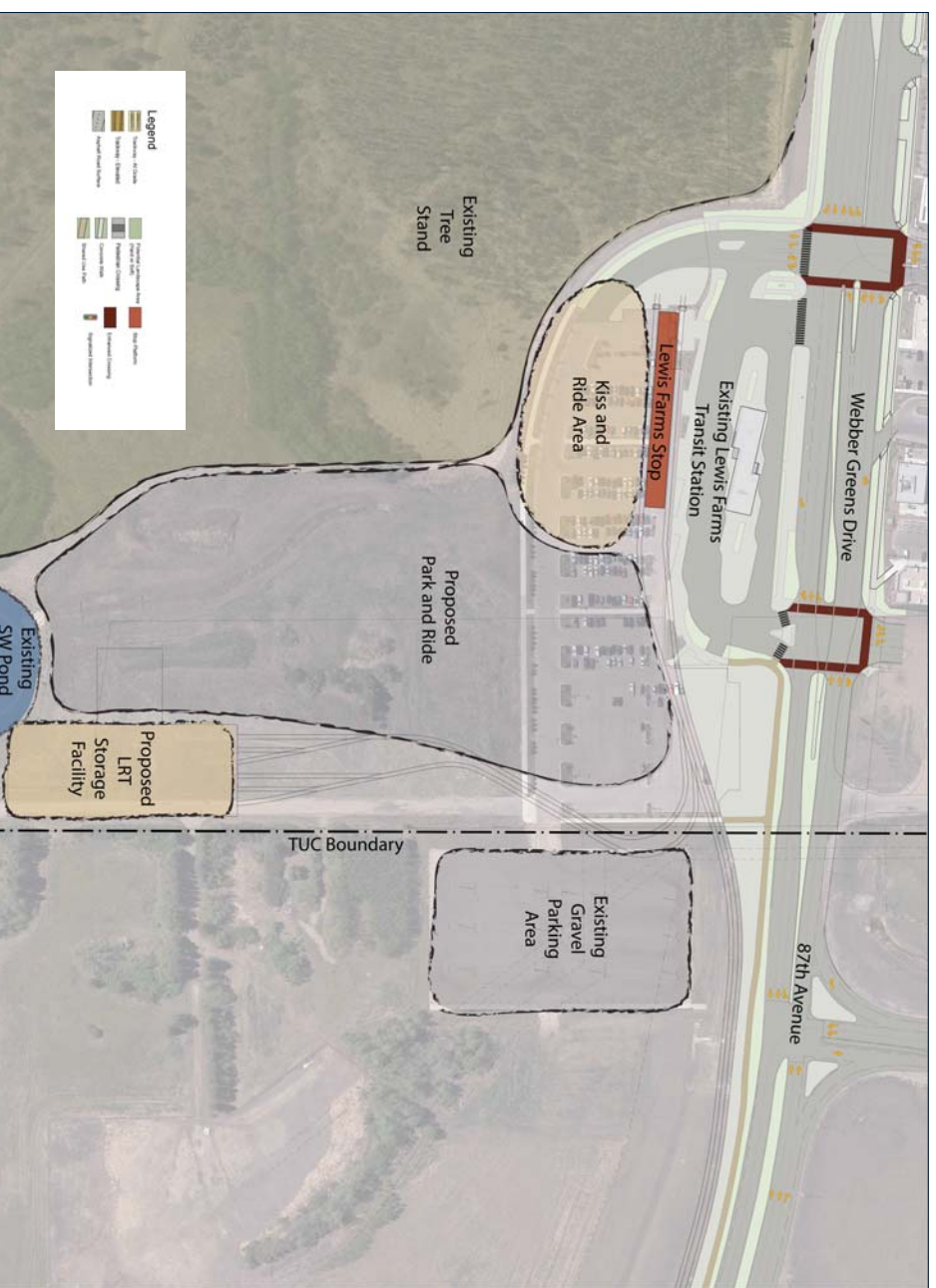
- The current design calls for the integration of the new stop adjacent to the transit centre and Park & Ride facility, with a sidetrack to provide temporary storage of LRT vehicles

#### Updated details

- Expansion of Park & Ride area
- Identification of Kiss & Ride area
- Relocation of LRT vehicle storage facility

#### What's next

- Complete design update
- Submit for consideration as part of Neighbourhood Structure Plan



# Feedback & information

**Valley Line West**  
Lewis Farms - Downtown

Edmonton

## What Do You Think?

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### **COMPLETE A FEEDBACK FORM**

- Tell us your views on the LRT crossing assessment results and the design refinements

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

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***Appendix 8 – Part 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.

Since our last public engagement sessions in November 2017, some elements of the concept plan have undergone further technical review. We welcome your input on the results.

# Purpose of this engagement

**Valley Line West**  
Lewis Farms - Downtown

Edmonton

## Project update and input opportunity

- **Inform:** Provide a status update on refinements to the LRT preliminary design and report on what we heard in previous engagements
- **Consult:** Report on new developments in the concept plan review and obtain further advice and input

Your input will help to inform City Council as it considers options and recommendations in March 2018

PUBLIC ENGAGEMENT

## OUR PROMISE

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# LRT vision

## Valley Line West Lewis Farms - Downtown

### Edmonton's future LRT network

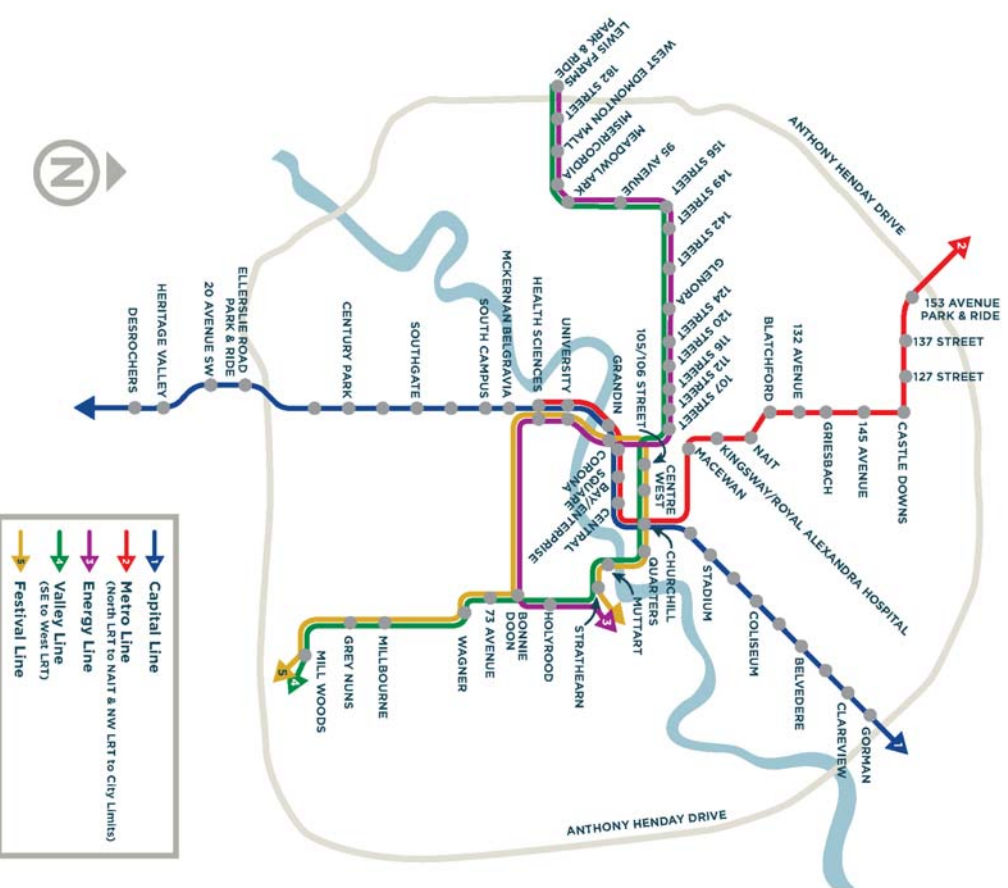
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#### Further developmental work (listed alphabetically)

- Capital Line south to Ellerslie—to update preliminary engineering
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- Metro Line from North Blatchford to Campbell Road—for preliminary engineering



# Background

## Valley Line West Lewis Farms - Downtown

## Valley Line West corridor highlights

- 14 kilometres
- 14 street-level stops & two elevated stations
- Transit centres at Jasper Place, West Edmonton Mall & Lewis Farms
- Park & Ride at Lewis Farms
- Travel time 30-35 minutes from Lewis Farms to downtown
- Trains every 5 minutes during peak periods
- Concept plan approved by Council in 2012
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# Background

**Valley Line West**  
Lewis Farms - Downtown

Edmonton

## New urban-style and low-floor LRT

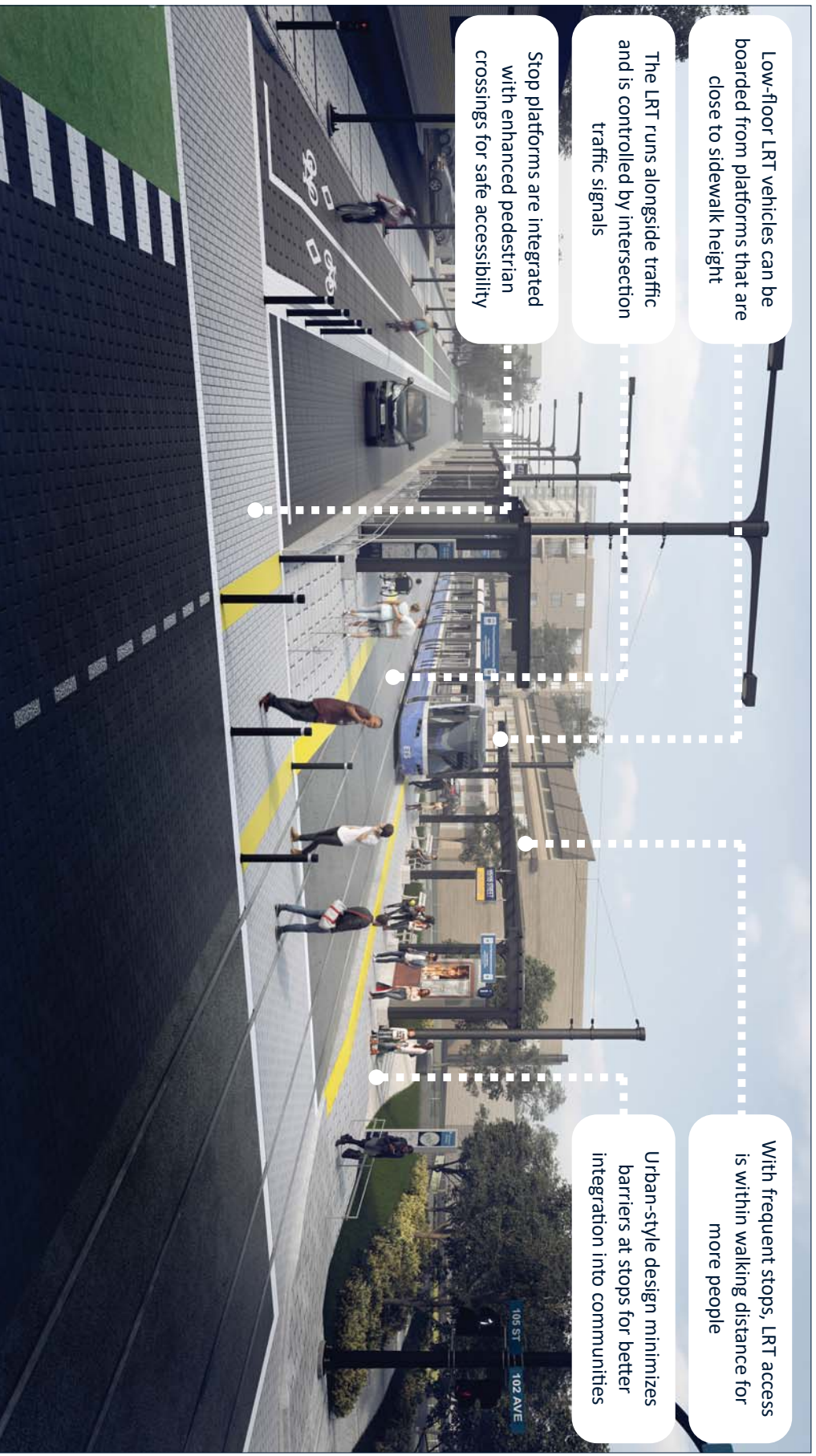
Low-floor LRT vehicles can be boarded from platforms that are close to sidewalk height

The LRT runs alongside traffic and is controlled by intersection traffic signals

Stop platforms are integrated with enhanced pedestrian crossings for safe accessibility

With frequent stops, LRT access is within walking distance for more people

Urban-style design minimizes barriers at stops for better integration into communities



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



## 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

## Next steps

- 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:** Possible start of construction
- 2024:** Possible start of operation

# Review & update

## Valley Line West Lewis Farms - Downtown

### Locations highlighted in this session



# Design update

Valley Line West  
Lewis Farms - Downtown

Edmonton

## 87 Avenue / 178 Street crossing (recommended change)

### Recommended change: elevated LRT crossing

- Based on the assessment, an elevated crossing at 178 Street is recommended
- With this alignment, the LRT track would leave the elevated station at West Edmonton Mall, and cross 87 Avenue as with the previous design, but it would remain elevated over 178 Street and come back to ground level just east of 182 Street

### Reasons for recommendation

- Reduced impact on 178 Street traffic
- Eliminates 178 Street impact on LRT run-time
- Lowest-cost of grade-separated options
- Maintains pedestrian connection along south side of 87 Avenue

### Update: what we heard

- In public and stakeholder engagement during 2017, elevation of this crossing was strongly supported

### Considerations

- LRT would be more visible from adjacent properties on south side of 87 Avenue due to elevated guideway

### Other grade-separated options considered

- North side alignment: would be more visible from north side properties and has more constructability, traffic and access issues
- Median alignment: involves greater constructability and traffic issues



# Design update

Valley Line West  
Lewis Farms - Downtown

## Stony Plain Road / 156 Street (recommended change)

### Recommended change: 90-degree turn

- With this change, the alignment would continue down the middle of Stony Plain Road and turn onto the west side of 156 Street
- The LRT stop would be just a few steps away from the Jasper Place Transit Centre, which would remain in its existing location

### Reasons for recommendation

- Places LRT stop closer to existing transit centre for a more direct and efficient bus-LRT transfer with no street crossings required
- Better urban form and potential for transit-oriented development

### Update: what we heard

- Reaction has been mixed but mostly positive, with general support for better connections to the transit centre

### Considerations

- Increases LRT run-time due to sharper turn
- Higher impact on road traffic with greater restrictions on intersection turning movements

### Other options considered

- Tunnel alignment: would have much higher cost than at-grade options and require underground station, making access to LRT less convenient



North-to-west, west-to-south and south-to-east left turns will be restricted. Other movements will be retained.



# Design update

Valley Line West  
Lewis Farms - Downtown

Edmonton

## Stony Plain Road / 142 Street (no change recommended)

### Current design description

- Under the 2013 preliminary design, the LRT track follows a median alignment down Stony Plain Road and crosses 142 Street at ground level
- It is recommended that the current design remain unchanged

### Reasons for recommendation

- Supports integration of at-grade LRT stop at this location with ongoing development currently underway
- Better integration into neighbourhood

### Update: what we heard

- In previous public and stakeholder engagement, concerns were expressed over traffic impacts, with views on at-grade vs. grade-separated options fairly evenly divided

### Considerations

- Current design has higher impact on traffic crossing the tracks at 142 Street than a grade separation
- Public concerns regarding congestion

### Other options considered

- Elevated crossing: has higher cost than at-grade option; requires elevated station with less convenient access; inconsistent with local development requirements
- Tunnel alignment: has much higher cost than at-grade; requires underground station with less convenient access; also inconsistent with local development requirements





# Design update

Valley Line West  
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Edmonton

## Stony Plain Road / 149 Street crossing (current)

### Current design description

- Under the 2013 preliminary design, the LRT track follows a median alignment down Stony Plain Road and crosses 149 Street at ground level

### Update: what we heard

Public engagement in June 2017 for the crossing assessment at this location revealed:

- General concern over road congestion
- Impacts on local residential neighbourhoods, including access, non-resident parking and short-cutting
- Visual impacts if the LRT were elevated
- Business impacts, including access and parking
- Support for a grade separation was somewhat stronger than support for the at-grade crossing
- At the November 2017 public engagement session, which included a new option to construct an underpass for 149 Street traffic, respondents continued to express a general preference for an elevated crossing, followed by support for the underpass option



# Design update

Valley Line West  
Lewis Farms - Downtown

Edmonton

## Stony Plain Road / 149 Street crossing (recommended change)

### Recommended change: 149 Street underpass

- Based on the assessment and public input, this new urban interchange option is recommended
- With this arrangement, the LRT and Stony Plain Road would remain at ground level, with 149 Street passing underneath

### Reasons for recommendation

- Free flow for 149 Street through traffic under Stony Plain Road will improve road network operations
- Improved LRT run-time

### Considerations

- Cost and constructability challenges
- Arrangement has larger footprint, requiring additional property acquisition and affecting local access

### Other options considered

- At-grade LRT: assessment indicated minor additional impacts at the intersection
- Elevated or below-grade LRT: assessment showed negligible travel time savings for vehicles through the intersection



# Design update

Valley Line West  
Lewis Farms - Downtown

## Stony Plain Road / 149 Street underpass—a closer look

### What it would entail

- Larger footprint than existing intersection, impacting business access
- Some visual impact mitigation opportunities with landscaping
- Major movements to the south of Stony Plain Road are retained
- Some reduction in movements from the north side of 149 Street to/from Stony Plain Road
- Will require major connection to underground drainage system in Mackinnon Ravine, involving some work in re-naturalized area



149 Street would have free flow under Stony Plain Road and LRT



Aerial view—facing northeast



Street level view—facing north

# Design update

Valley Line West  
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Edmonton

## 124 Street stop (location adjustment recommended)

### Current design description

- In the 2013 design, the split stop was centred on 124 Street
- It is recommended that both platforms be located one block further east

### Reasons for recommendation

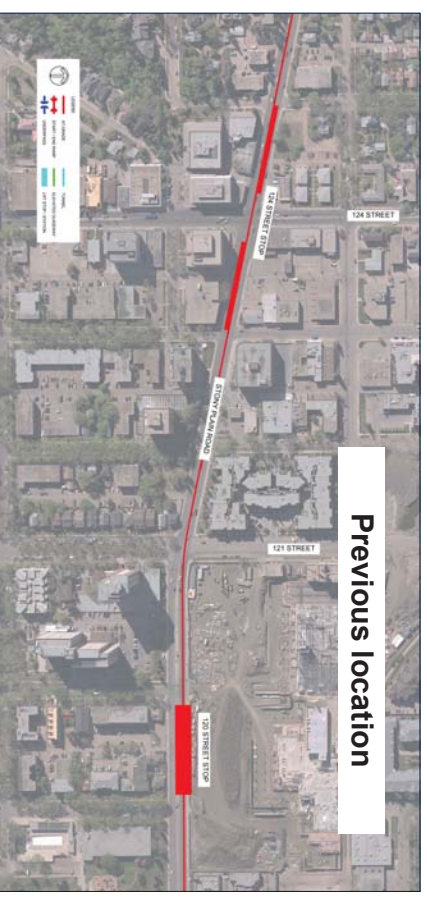
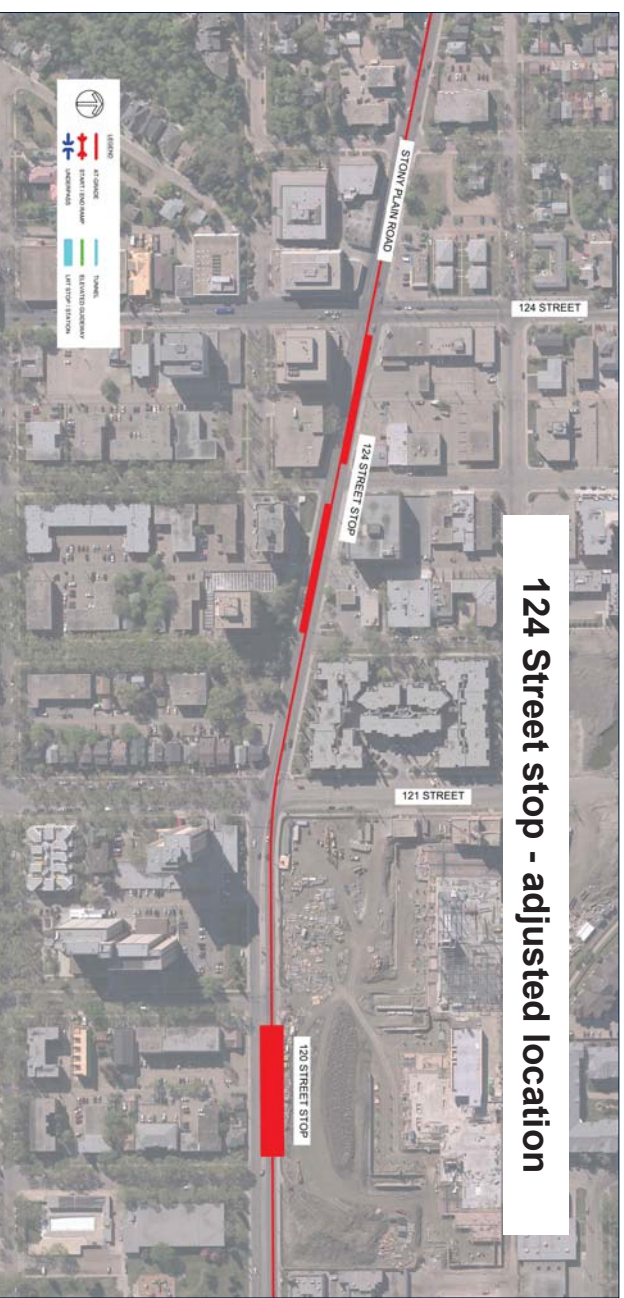
- The relocation is necessary to achieve a level platform while maintaining an appropriate height in relation to the adjacent roadway and properties

### Considerations

- Distance to residences west of 124 Street will be greater
- Closer proximity to 120 Street stop
- The relocation will support transit-oriented development
- The 124 Street business area will continue to be well-served

### Other options considered

- A westward shift was examined, but due to space and geometry constraints, it did not prove to be feasible



# Design update

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## 104 Avenue / 109 Street (surface option recommended)

### Current design description

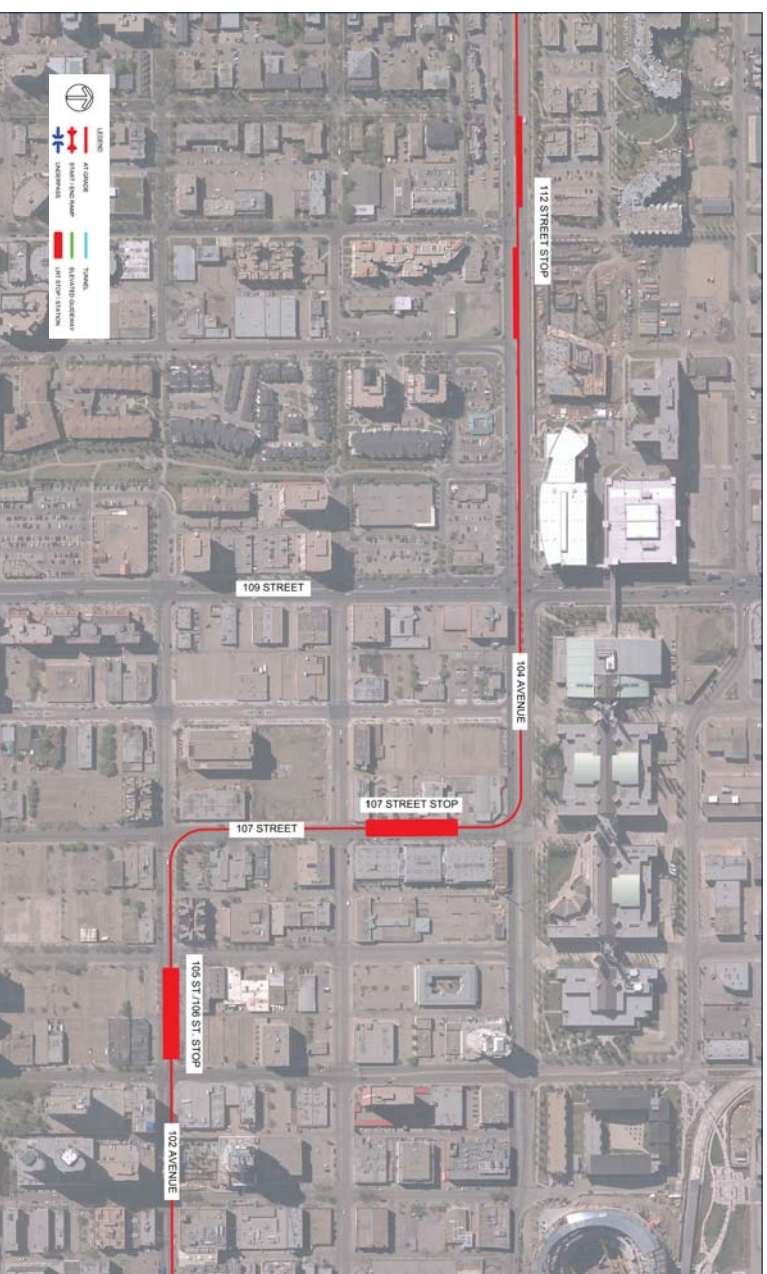
- Under the 2013 preliminary design, the LRT track crosses 109 Street at grade
- It is recommended that the current alignment remain unchanged

### Reasons for recommendation

- A grade separation at 109 Street would also affect the 107 Street intersection and require either elevation or tunneling between 107 Street (beginning at 103 Avenue) and 111 Street
- Grade separation would be costly and change the character of the downtown urban environment

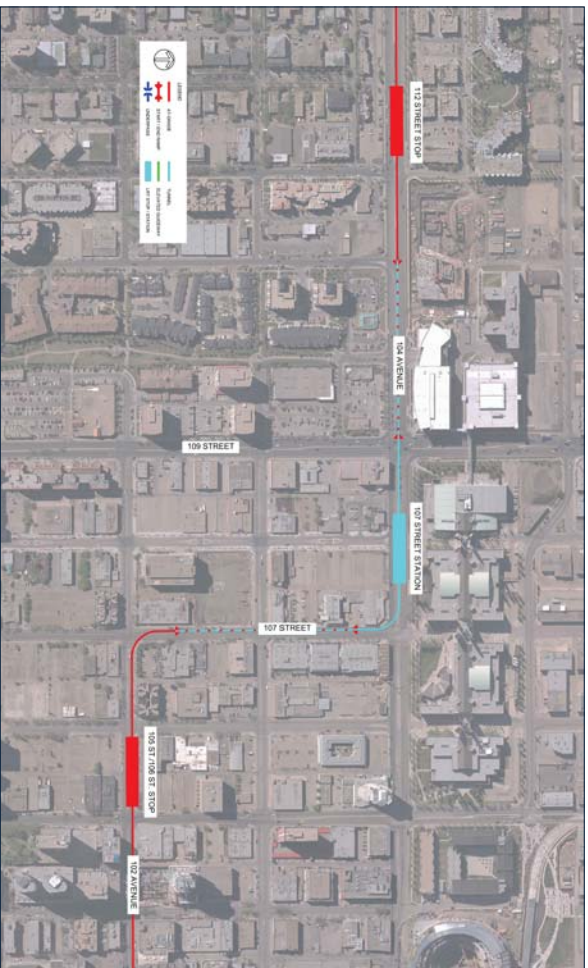
### Considerations

- Current design has higher impact on traffic crossing the tracks at 109 Street than a grade separation; however a grade separation would not improve overall *network* traffic



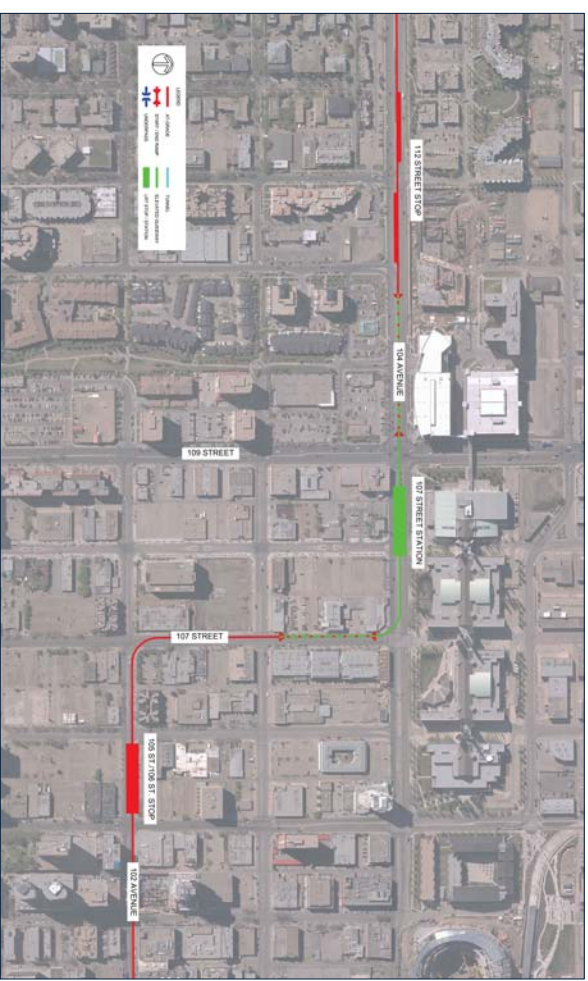
# 104 Avenue / 109 Street—other options considered

TUNNEL



- A tunnel alignment is up to ten times costlier than the surface option
- It requires an underground station with less convenient access

ELEVATED



- An elevated crossing costs up to three times as much as the surface option
- It requires the additional infrastructure of an elevated station with less convenient access
- Visual impact is significant

# Design update

Valley Line West  
Lewis Farms - Downtown

## 104 Avenue—relocation of sidetrack

### Adjustment to design—sidetrack relocation

- The 2013 preliminary design included a short spur on 107 Street for the temporary (i.e. up to a few hours) storage of light rail vehicles to add capacity for special events or breakdowns
- It is recommended that the occasional need to store light rail vehicles be met with a relocated sidetrack on 104 Avenue between 109 Street and 111 Street



# Neighbourhood access from Stony Plain Road

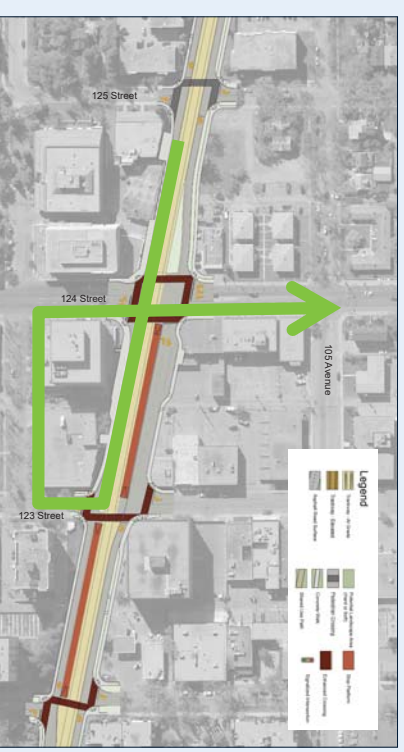
## Using jughandles

- For safety reasons, LRT tracks can only be crossed where there are signals
- For efficient movement of traffic, the number of signals on Stony Plain Road is limited, thereby reducing left-turn opportunities into and out of neighbourhoods
- Due to space constraints, not all signalized intersections permit left turn movements
- Designated turnaround loops at 129 Street and 127 Street are no longer being recommended due to safety and slope stability considerations
- By using a jughandle path around the block, motorists can continue to reach their destinations

The U-turn route for a westbound vehicle on Stony Plain Road would be right on 128 Street, left on 104 Avenue, left on 129 Street and left onto Stony Plain Road.

The U-turn route for an eastbound vehicle would be left at the signal at 127 Street, right on 105 Avenue, right on 126 Street and right again onto Stony Plain Road.

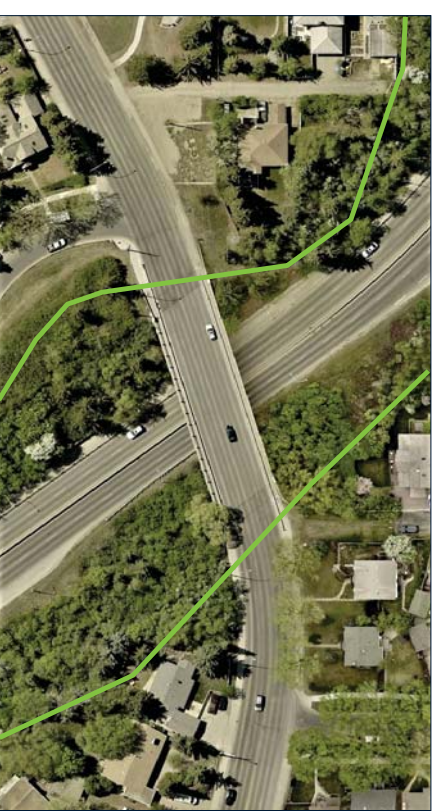
To head north onto 124 Street from eastbound Stony Plain Road, a vehicle can make a right turn at 123 Street, followed by consecutive right turns at 104 Avenue and 124 Street.





## Environmental Impact Assessment

- Two components of the Valley Line West will intersect with lands within the City of Edmonton's North Saskatchewan River Valley Area Redevelopment Plan (Bylaw 7188):
  1. The replacement bridge at Stony Plain Road crossing Groat Ravine
  2. Minor sidewalk widening, removal of a bus loop and a possible underground drainage connection in the area of Stony Plain Road and the terminus of Mackinnon Ravine
- To comply with Bylaw 7188 requirements, an Environmental Impact Assessment (EIA) will be prepared for the Groat Ravine crossing and an Environmental Review Report (ERR) will be prepared for work affecting Mackinnon Ravine
- Both reports:
  - Describe existing environmental conditions for relevant Valued Environmental Components (VECs)
  - Assess potential impacts
  - Describe mitigation measures intended to eliminate or reduce impacts to each VEC



Bylaw 7188 boundaries include the bridge over Groat Ravine

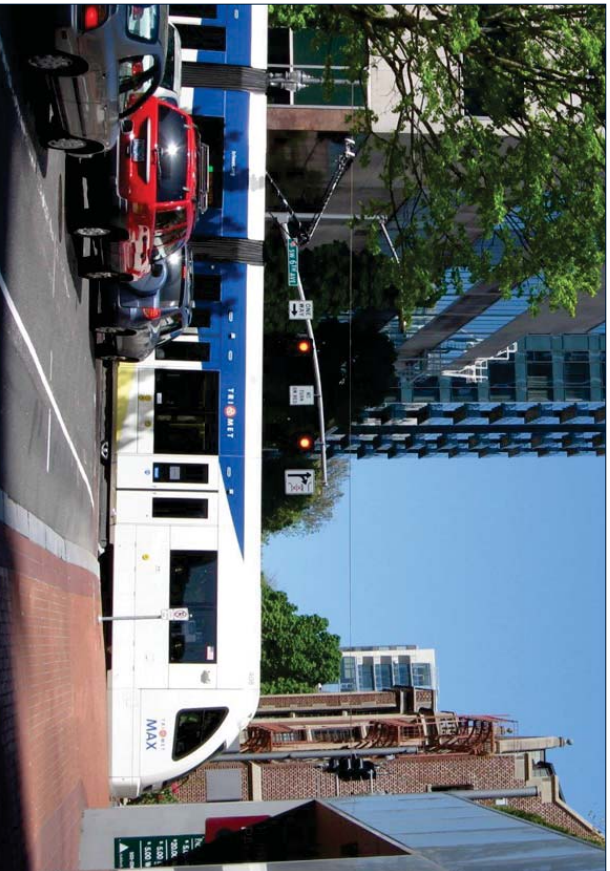


The lands covered by Bylaw 7188 extend to the top of Mackinnon Ravine

### At-grade LRT crossings—typical characteristics

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- In an at-grade crossing, the LRT crosses through the intersection when the light is green (and waits when the light is red), just like a car
- At some intersections, the green light may be extended briefly until the LRT passes through
- At typical intersections on the Valley Line, there will be no crossing arms, flashing lights or bells

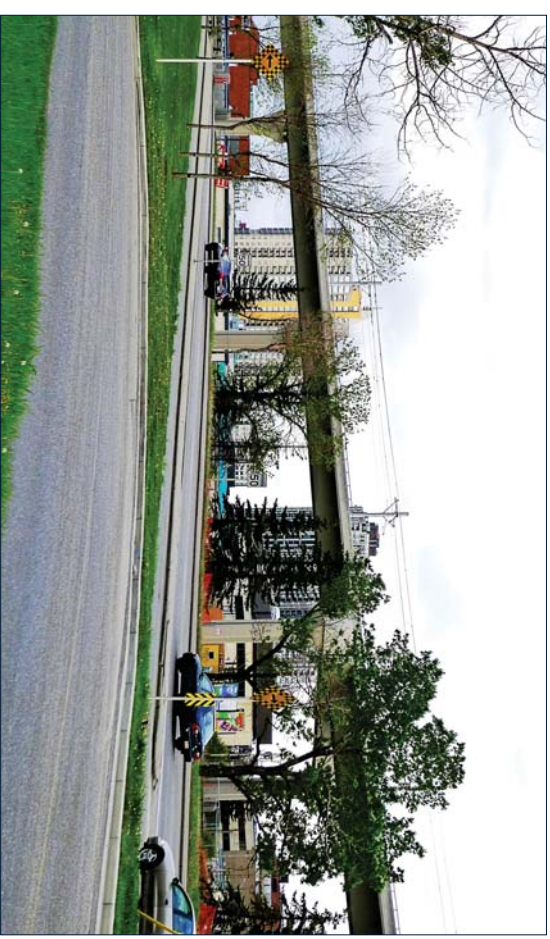


At-grade intersection crossings of Portland MAX (low-floor LRT)

(TravelPortland.com 2013)

## Elevated LRT crossings—typical characteristics

- Above-grade or elevated LRT crossings require a bridge to clear the intersection
- The bridge consists of a single, large beam that is strong enough to support the weight of the bridge, trains, snow, wind, etc.
- Depending on location, the guideway may be supported by a single pedestal or a wide-legged structure
- Side railings are required for safety of maintenance staff
- If a station is needed near the intersection, it will be elevated as well



Calgary, AB



Rendering of east ramp at 165 St



Burnaby, BC



Richmond, BC

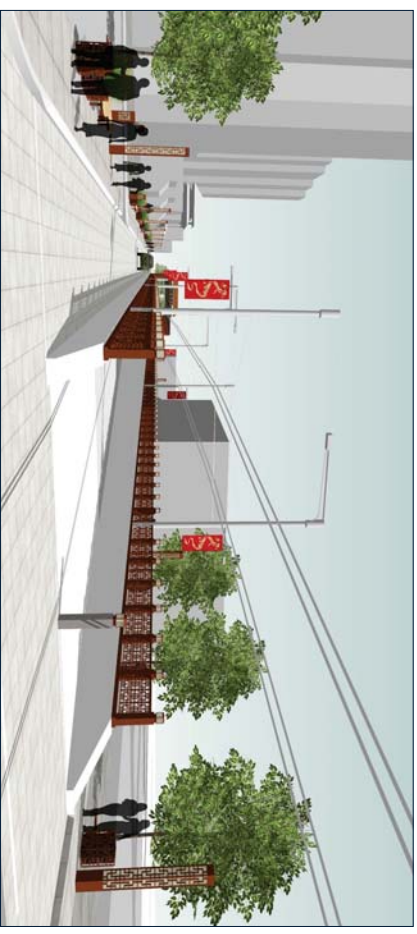
# Crossing options

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## Below-grade LRT crossings—typical characteristics

- A below-grade LRT crossing has the LRT travelling below the intersection in a tunnel
- The tracks need to ramp downward towards the entrance of the tunnel (the portal)
- The ramps begin as far as two blocks away from the intersection on each side
- The ramp down to the portal is typically an open, excavated area with walls and safety railings at surface level



Rendering of Valley Line LRT tunnel portal in the Quarters  
(Architectural theme is specific to this location)



Pedestrian entrance at Grandin station



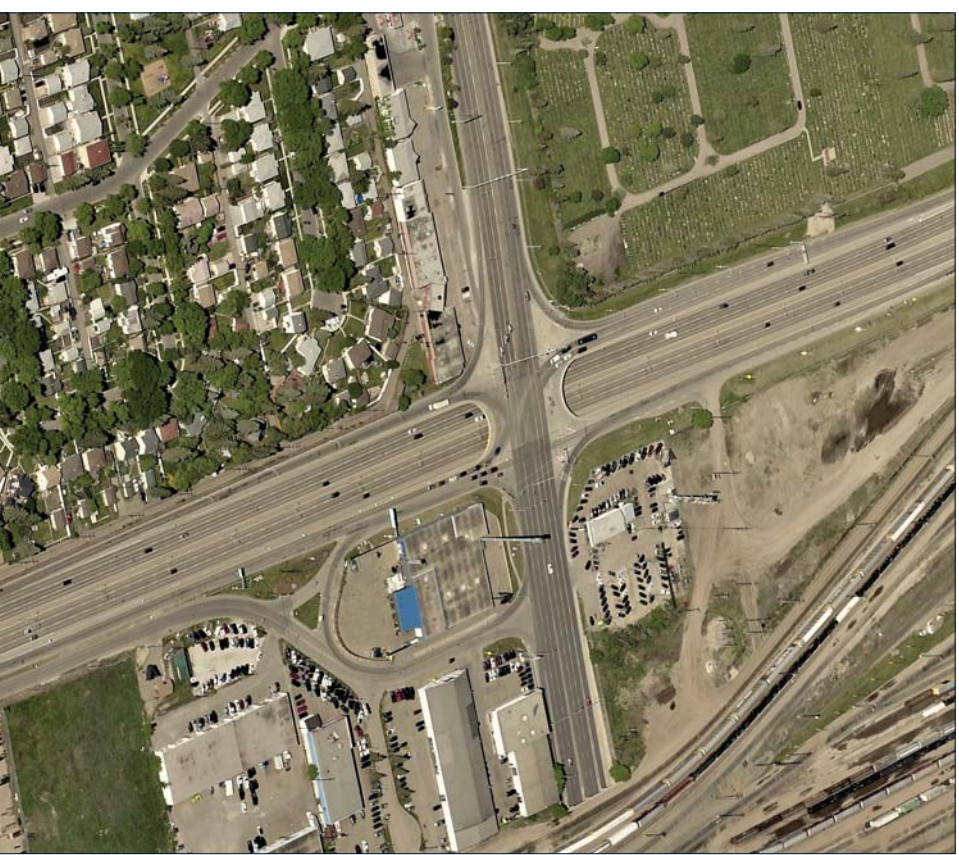
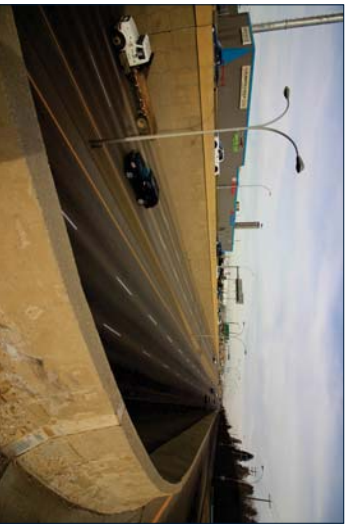
Portal for Capital Line on 111 Street south of 63 Avenue, looking north



Portal for Capital Line on 111 Street south of 63 Avenue, looking north

## Road underpass crossings—typical characteristics

- For a road underpass, the cross-street is lowered to pass under a bridge that carries the LRT and the street beside it
- To retain the turns to and from the cross-street, a small interchange can be built, which increases the footprint compared to the original intersection
- The arrangement would be similar to the single-point interchange at Yellowhead Trail and 97 Street, but more compact



Single-point interchange at Yellowhead Trail and 97 Street

# Feedback & information

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## What Do You Think?

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### **COMPLETE A FEEDBACK FORM**

- Tell us your views on the LRT crossing assessment results and the design refinements

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

- Visit us at [www.edmonton.ca/valleylinewest](http://www.edmonton.ca/valleylinewest)
- Email us at [LRTprojects@edmonton.ca](mailto:LRTprojects@edmonton.ca)
- Contact the LRT Projects Information Centre by phone at 780-496-4874