

WEST LRT Workshop #4 - Comment Summary

Stony Plain Rd (Groat Rd Bridge) to Downtown

May 13, 2010

Segment A (Westmount)

<p>Right-of-Way / Alignment</p>	<p><u>From Workshop Table:</u></p> <ul style="list-style-type: none"> • Concern for North alignment – traffic access North of 104th but yet don't want to encourage shortcutting • Is 127 street proposed to be a two way all through it? • Concern that heavier traffic will go through neighbourhood • Concern that new roadway South of 104th would be a thoroughfare • Concern 105 avenue will become shortcutting route • Right of way on 127th – what happens to bike lane and parking? • <u>Alt 1:</u> <ul style="list-style-type: none"> - Impact to trees on 128th street - Impact to park/green areas with new road - Glenora point narrow road, no sidewalk - 128th new street has no sidewalk - Disruptive - New road will bring traffic to the neighbourhood - Parking on SPR for businesses will be eliminated - Allow thorough traffic at uncontrolled intersection • <u>Alt 2</u> <ul style="list-style-type: none"> - Use of vacant property for park space - Less impacts to properties and historic areas/neighbourhood - Neighbourhood will get better access to the south - Cul-de-sac is good - Straighten the bridge with new property acquisition - Two lands side by side makes more sense - Cycle connection to station - What about cycle lanes on SPR? - Keep bike lanes on 127th street - Parking is limited on Woodbend place - Provide additional street parking for shoppers around commercial buildings near SPR/124th street station - Provide parking near side streets of SPR <p><u>From other participants (comments recorded at breaks):</u></p> <ul style="list-style-type: none"> • None
<p>Stations</p>	<p><u>From Workshop Table:</u></p> <ul style="list-style-type: none"> • Centre running better for cyclists • Centre option disperses traffic • North option channels traffic to 127th • Look into option of side platform at 124th street

	<ul style="list-style-type: none"> • Ensure • Stations need “open” pedestrian connections from sidewalks (barrier free, ability to enter from all sides) • Seniors home on 127th needs access • Concern for people ‘living’ in LRT shelters but also shelters need heat • Explore pedestrian crossings at non-signalized intersections • Explore further pedestrian safety • Don’t want “bells” or “arms” • Concern for left turns at SPR 124th • Properties that are identified as acquisition could be integrated with station area for development • Protect Glenora gallery • 116th street is a busy street – potential location for station • 116th street will get more traffic to ‘good route’ • 124th street intersection is busy • Single lane will impede traffic • Concerns on serving traffic <p><u>From other participants (comments recorded at breaks):</u></p> <ul style="list-style-type: none"> • None
<p>Neighborhood / Business Access</p>	<p><u>From Workshop Table :</u></p> <ul style="list-style-type: none"> • More pedestrian/cyclist crossings needed • Need more pedestrian crossings (at least more than one every 3 blocks) • Take note of Calgary downtown pedestrian crossings • Pedestrian crossings needed on 129th street, especially near seniors homes • Bike crossings at every intersection • Bike lane on 127 street? • New road will open traffic to calm neighborhood • East bound left turn at 127th street to 124th street is limited • Use island on 127th street intersection • Do something with barriers so that cars can’t cross, but people will be able to • Westmount residents mostly use 107th anyways • Good (long) left turn bays needed at 124th to avoid ‘jug handle’ traffic going through community • The proposed roadway “addition” in Groat Estates a bad idea • Traffic calming measures needed in communities on 105th, 106th, 127th, and 128th • One way streets should be added to prevent short cutting traffic • Don’t want non-community traffic or “jug handling” signs <p><u>From other participants (comments recorded at breaks):</u></p> <ul style="list-style-type: none"> • Option 2 is overwhelmingly preferred

Segment B (Oliver)

Right-of-Way / Alignment	<p><u>From Workshop Table:</u></p> <ul style="list-style-type: none"> • Move north running crossover to center at 124th street instead <p><u>From other participants (comments recorded at breaks):</u></p> <ul style="list-style-type: none"> • None
Stations	<p><u>From Workshop Table :</u></p> <ul style="list-style-type: none"> • People with disabilities and/or mobility challenged should have access to a 'button' to tell train operator that they need more time to get on/off train • Going from center to side loading platform, the train should have indicator arrows to show which doors people should use • Platform and train doorways should be exactly level • Suggestion for center loading platforms with elevated pedways over 104ave to MacEwan University • Consider moving 112th street station between 113/114th street to provide better station spacing and better intersection movements along 112th street • Consider moving 112th street station east closer to MacEwan University • 124th street station should be integrated with acquired properties • Must have bike facilities on train/station • Pedestrian crossings at stations should be in a tunnel <p><u>From other participants (comments recorded at breaks):</u></p> <ul style="list-style-type: none"> • None
Neighborhood / Business Access	<p><u>From Workshop Table:</u></p> <ul style="list-style-type: none"> • Need pedestrian lights for increased pedestrians along 120th street crossing 104th avenue • Need pedestrian lights on 114th street to Safeway (currently has highest draw of traffic) • 105 Ave has development that will need to be considered traffic wise (bike/pedestrian/vehicle) • Provide cycle paths on ROW south of 105th Ave • Evaluate cyclists pathways connections to stations • Concern for limited access for bike/pedestrian from the north edge of downtown to 104th avenue • Do not connect 112th street between 104 and 105 avenue for vehicles, do so for bike/pedestrians <p><u>From other participants (comments recorded at breaks):</u></p> <ul style="list-style-type: none"> • None