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Slide 1: The Community of Glenwood. With a population of nearly 5,000, it's the largest community within the boundaries of the Jasper Place Revitalization Area, and one of the largest within Ward 1.

Slide 2: The community is flanked on all side by major arterials – 170st, 156st, Stony Plain Road and 95th avenue, with varying degrees of neighbourhood access to each.

Slides 3 and 4: Furthermore, the community is divided by a major east/west arterial in 100th avenue, and a residential collector in 163rd street.

Slide 5: Three avenues (96th, 97th, and 99th) run through the primarily residential area east of 163st, allowing unimpeded access between 156st and 163st. These are often used by parasitic traffic to bypass accidents on either street. Residential cut-through traffic travelling north/south was mitigated in the past by creating cul-de-sacs along 100 Avenue.

Slide 6: As per the 2006 Traffic Flow Map all the above (Stony Plain Road, 163st, 156st, 100ave, 95ave) corridors handle a significant volume. 163St is a primary corridor for residents to enter and exit the community, however at its current volume, impacts to neighborhood access and walkability are manageable.

Slide 7: While traffic volumes and patterns following construction are difficult to predict, however, it's reasonable to assume that much like electricity, commuter traffic will also choose the path of least resistance. In Glenwood, we believe those corridors will be 163rd street and unimpeded residential avenues. 163rd street has been referred to in previous reports as an alternative corridor for vehicle traffic displaced from 156st. With Council's selection of Stony Plain Road and 156 Street as a light rail corridor, our focus has shifted to ensuring that, to the greatest extent possible, the LRT serves Glenwood, our neighbouring Jasper Place area communities, and two revitalization efforts taking place within the JP area. Redirecting commuter traffic to 163rd, hindering walkability, an established bicycle trail, neighbourhood access, and creating an inevitable spillover onto connecting residential avenues places our community in the position of absorbing impacts to accommodate LRT corridor selection. As such, we request that the boundaries of the conceptual plan be extended to include traffic calming measures for 163rd street, and the residential avenues which directly connect it to the LRT corridor.

Slide 8: Proposed configuration along 156st

Slide 9: Our proposal begins with relocating the signalized left-in/left-out access point and designated bicycle path from 97th to 98th avenue. The switch provides direct access to two neighbourhood schools, while forcing any cut-through traffic to detour around Glendale school at 161st and any further traffic calming measures which can be implemented. We are also recommending the development of a limited operation LRT stop between 97th and 98 avenues.

Slide 10: Proposed SPR Business Zone configuration

Slide 11: Alternate 'Couplet' configuration

Slide 12: SPR/100ave couplet - West-bound track running in the centre lane along SPR, east-bound running along the south-side of 100ave. Proposed station location behind Grant MacEwan west campus. Tie-in to potential Jasper Place Revitalization initiative to convert the former arts campus into a community facility.

We believe this provides a viable alternative for the 156 Street to 149 Street segment of the corridor, helping to mitigate several significant impacts:

A right-of-way that does not provide room for left-turn bays

Significant property impacts for additional stops greatly impede the ability of future decision makers to add future LRT stops.

Restricted cyclist access along Stony Plain Road

Loss of on-street parking (an amenity crucial for local business, and useful for providing pedestrians a sense of comfort and shelter from the roadway).

Loss of left-turn access to the communities of Canora and West Jasper Place

Significant snow removal issues for our winter months

Loss of vehicle traffic for local businesses

Loss of, and reduction in, overall number of transit stops for both local residents and businesses

Significant property impacts at the 156st/Stony Plain Road intersection

while allowing for future flexibility in this segment of the corridor.

Conceptual design for the current route identifies a significant property impact at the south-east corner of the 156st/Stony Plain Road intersection, and further impacts for the 149st station, and any future stops which may be desired along the SPR commercial corridor. The Glenwood CL has been opposed to the loss of on-street parking along the commercial strip. While on-street parking is obviously a desirable amenity for local business, it also provides a sense of shelter for pedestrians, protecting them from the roadway and vehicle traffic. Maintaining these portions of the current right-of-way, combined with increased setbacks for future development would allow for greater amenity space along Stony Plain Road, for both vehicles, pedestrians, future amenities such as sidewalk cafes, while providing flexibility for adding additional transit stops in the future.

Our desired placement for the track on 100th Avenue is on the south-side, abutting the current multi-use trail. While this will obviously create a significant impact at the corner of 100th Avenue/156st, it allows for the reduction of property impacts at Stony Plain Road with only a single-track needing to make the turn. A south-side alignment on 100th Avenue, in addition to providing walk-up access directly from the multi-use trail, places the LRT against cul-de-sacs in West Jasper Place, allowing for the LRT along 100th avenue to be separated from vehicle traffic until reaching 149th Street. While difficult to engineer, the data we have obtained to date, indicates that the turn from 100th Avenue to 149st can be made without requiring property impacts. Given that the arterial portion of 100th Avenue ends at 149st, with the bulk of traffic turning north, it is our belief that through signalization, the north/south commuter traffic flow can be managed to allow the LRT and vehicle traffic to transfer off 100th Avenue and through the Stony Plain Road intersection without significant delays.

While utilizing 100th Avenue for the west-bound LRV's provides flexibility for additional future stops on both the Avenue and Stony Plain Road (through reduced requirements on the narrow ROW), while increasing pedestrian presence on the adjoining side-streets, there are additional benefits for alternative forms of travel. Of concern to us has been the future of cyclists and pedestrians both to, and along, Stony Plain Road. Placing both east and west bound light rail tracks along SPR, while removing the possibility of future bicycle lanes, places cyclists in a dangerous situation as they are forced to share a single lane with vehicle traffic. As identified in the Jasper Place Revitalization Strategy, much of the pedestrian infrastructure along Stony Plain Road places significant access restrictions on persons with disabilities, who require a wheel-chair or walker to travel, as well as parents whose children travel in strollers. Utilizing the bulk of the Stony Plain Road right-of-way for LRV's, vehicles, and transit stops, forces the revitalization and urban planners to rely on future setbacks to provide pedestrians with a suitably wide sidewalk and boulevard, and eliminates the ability to reclaim space from the ROW for pedestrian and bicyclist access.