



Southeast LRT Workshop Session

www.edmonton.ca/LRTProjects

Welcome

Bonnie Doon to Argyll

May 26, 2010



Tonight's Meeting Purpose

www.edmonton.ca/LRTProjects

- To provide more detailed information on Southeast LRT concept engineering
- To provide specific detail on alignment alternatives for 83 Street / 90 Avenue to 83 Street / Argyll Road segment
- To collect comments from participants



LRT Workshop Session Schedule

www.edmonton.ca/LRTProjects

West LRT	
May 4, 2010	Lewis Estates to Meadowlark
May 6, 2010	Meadowlark to SPR/142 St.
May 12, 2010	SPR/149 St. to SPR/124 St.
May 13, 2010	Groat Road to Downtown

Southeast LRT	
May 18, 2010	Downtown to Strathearn
May 19, 2010	Strathearn to Whyte Ave
May 26, 2010	Bonnie Doon to Wagner
May 27, 2010	Wagner to Mill Woods

www.edmonton.ca/LRTProjects



Proposed Agenda

www.edmonton.ca/LRTPProjects

- Welcome and Introductions
- Project Background
- Session #1: Right-of-way Alignment
- Session #2: Station Location and Configuration
- Session #3: Neighbourhood and Business Access
- Conclusion



Southeast LRT

Bonnie Doon to Argyll

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Project Background



Where we are in the process?

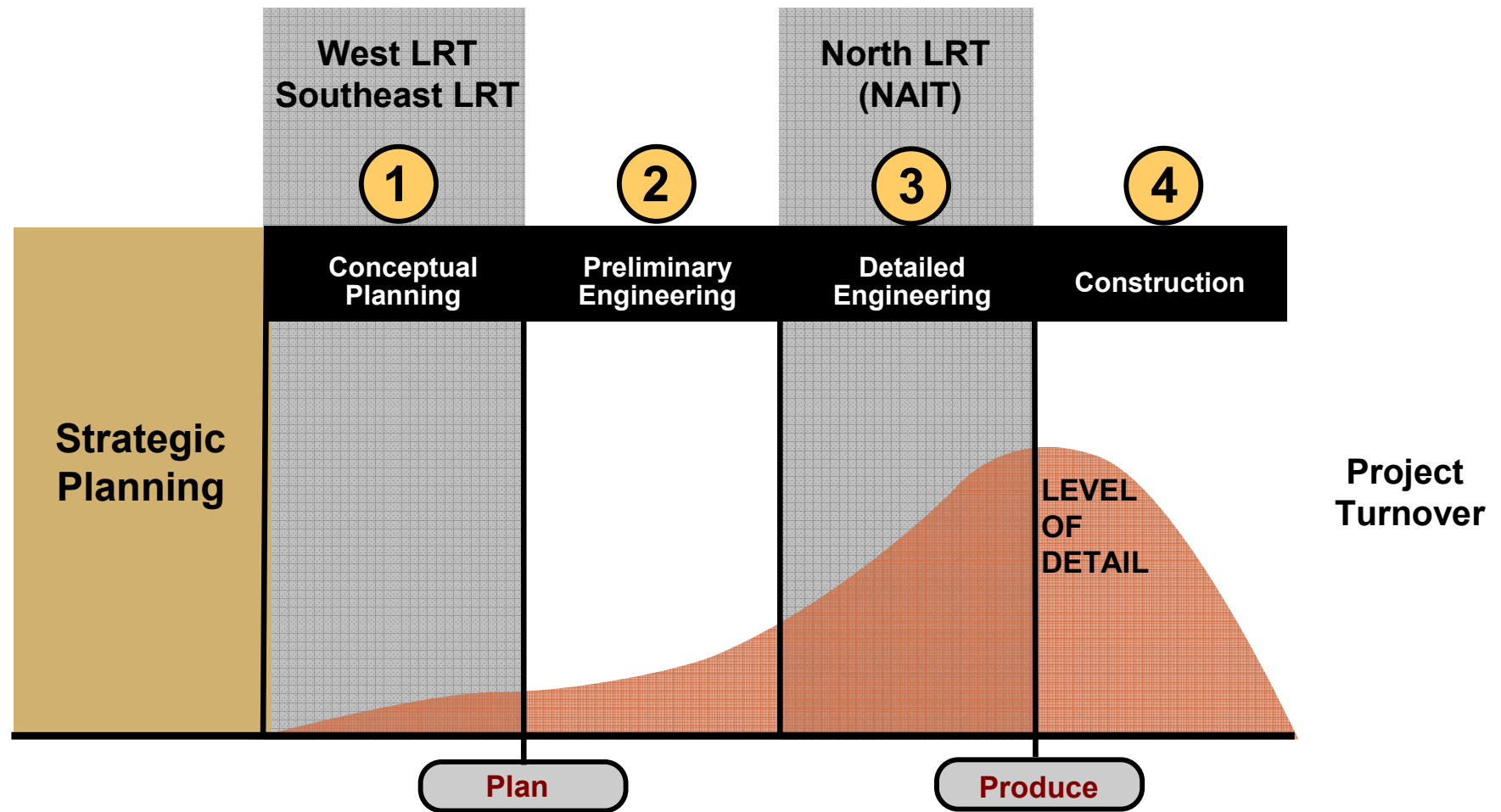
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Council approvals to date:

- LRT Network Plan (*June 2009*)
- Southeast LRT Corridor (*December 2009*)
- West LRT Corridor (*December 2009*)

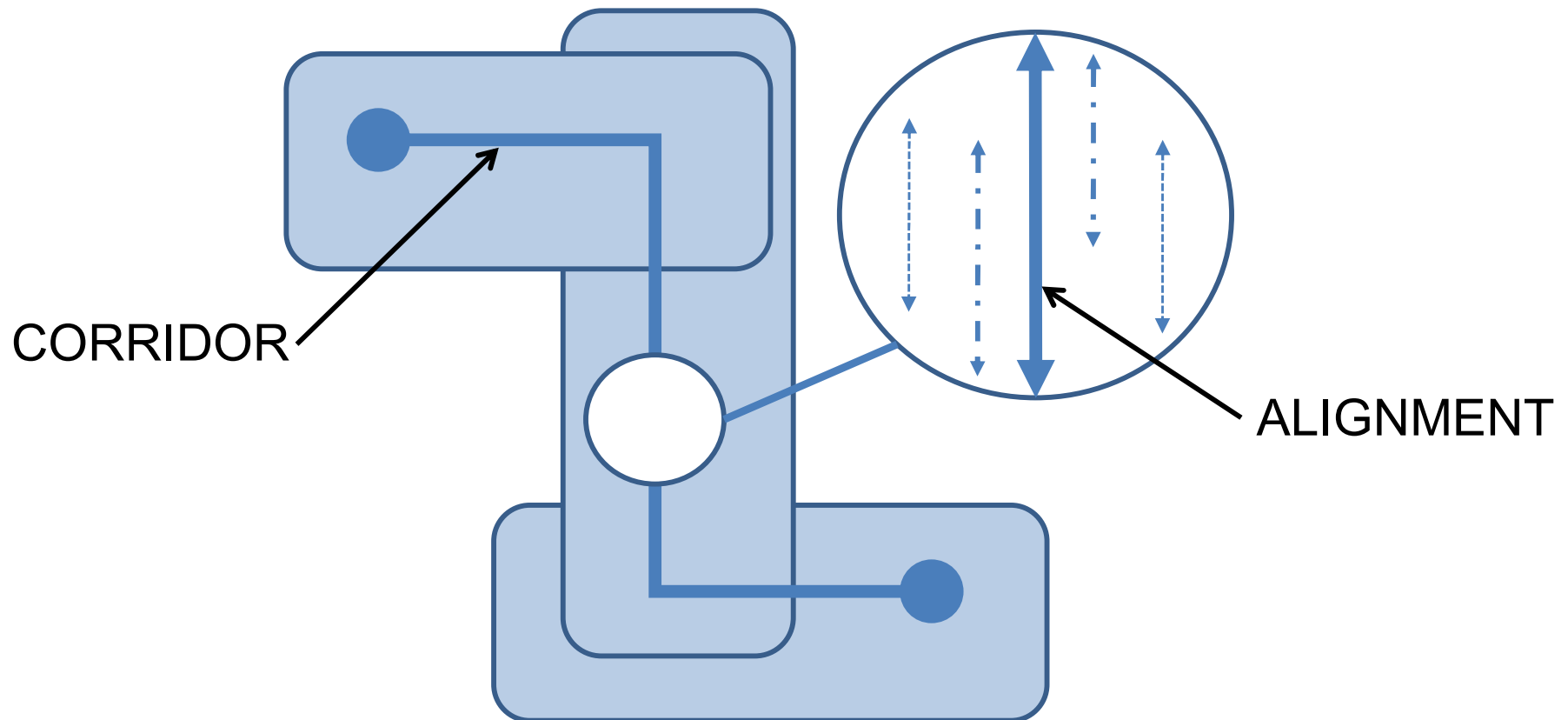
Where we are in the process?

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Corridor vs. Alignment

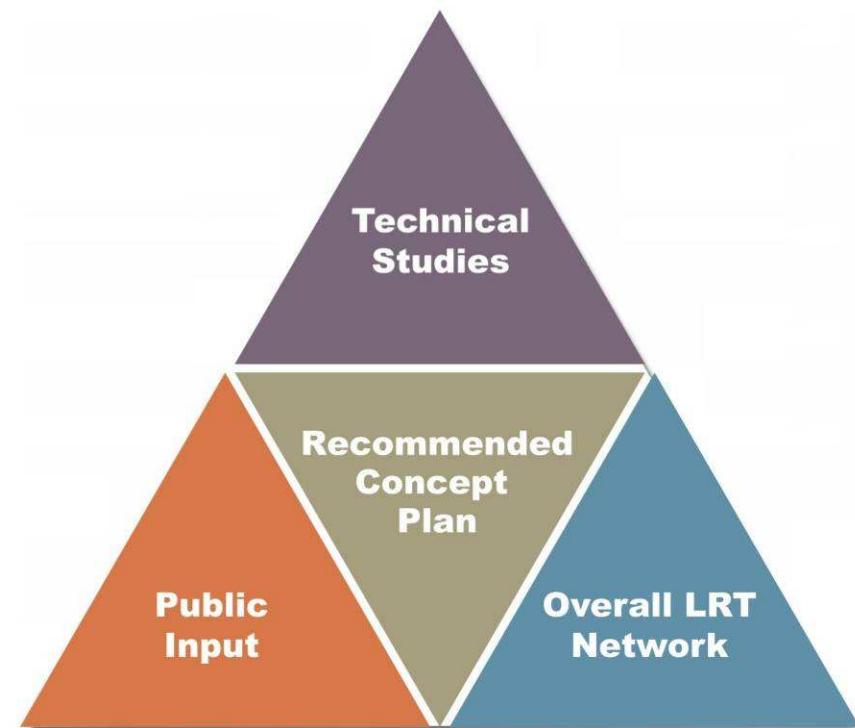
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Where we are in the process today?

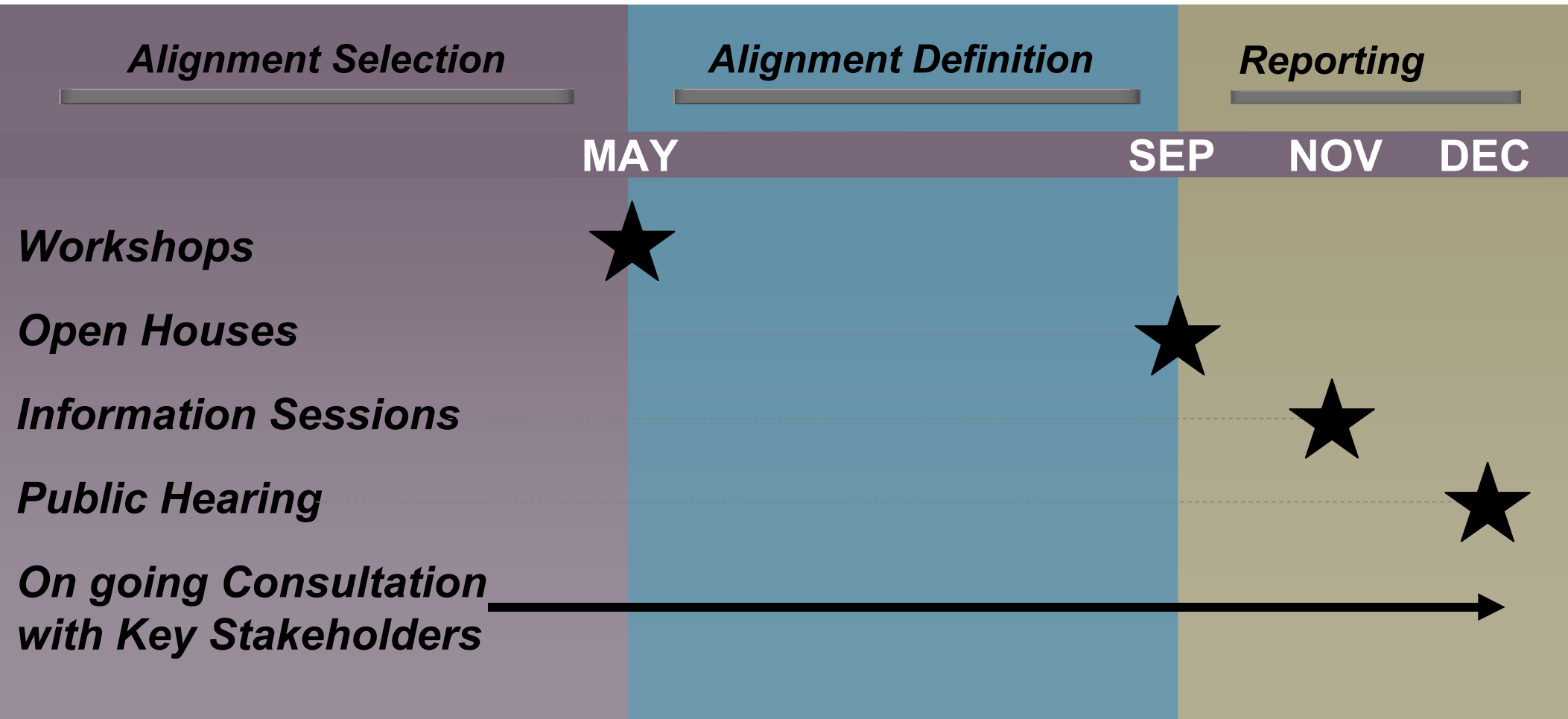
www.edmonton.ca/LRTProjects

- Presenting information (givens):
 - Grade Separations
 - Noise Study
 - Roadway Network
 - Safety
- Collecting participant comment/input (testing ideas):
 - Right-of-Way Alignment
 - Station Location
 - Neighbourhood and Business Access



Where are we going?

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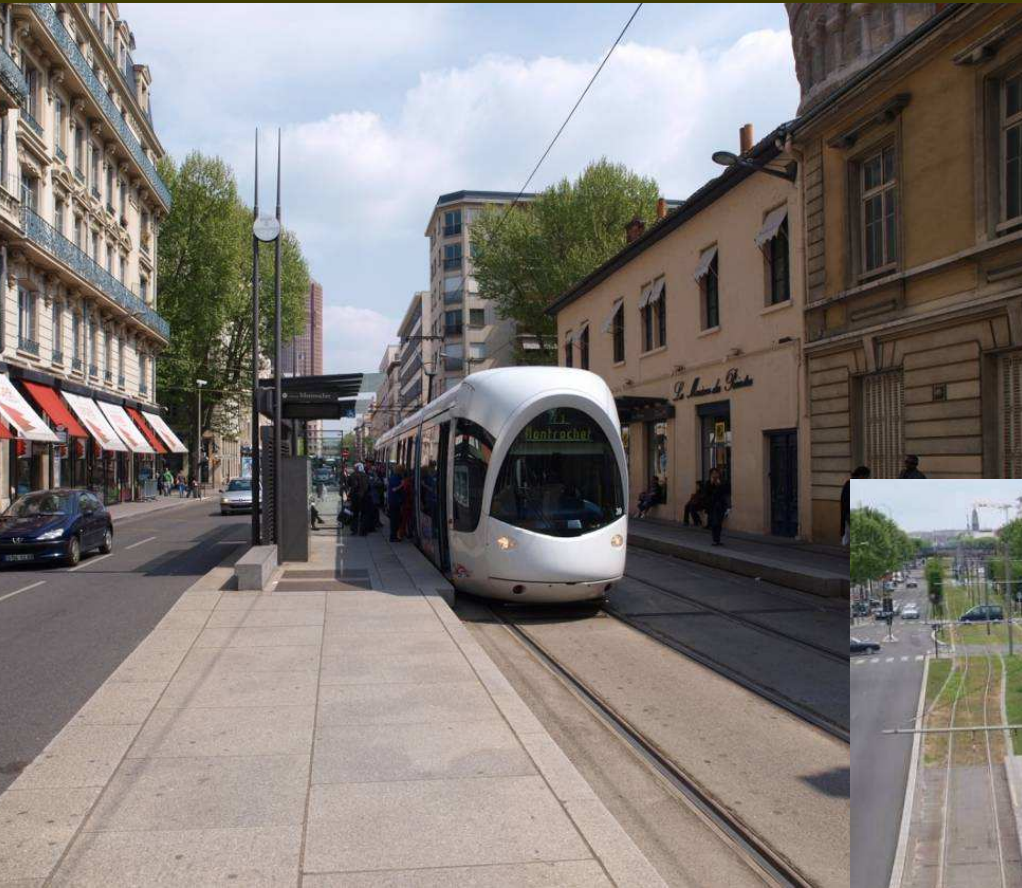


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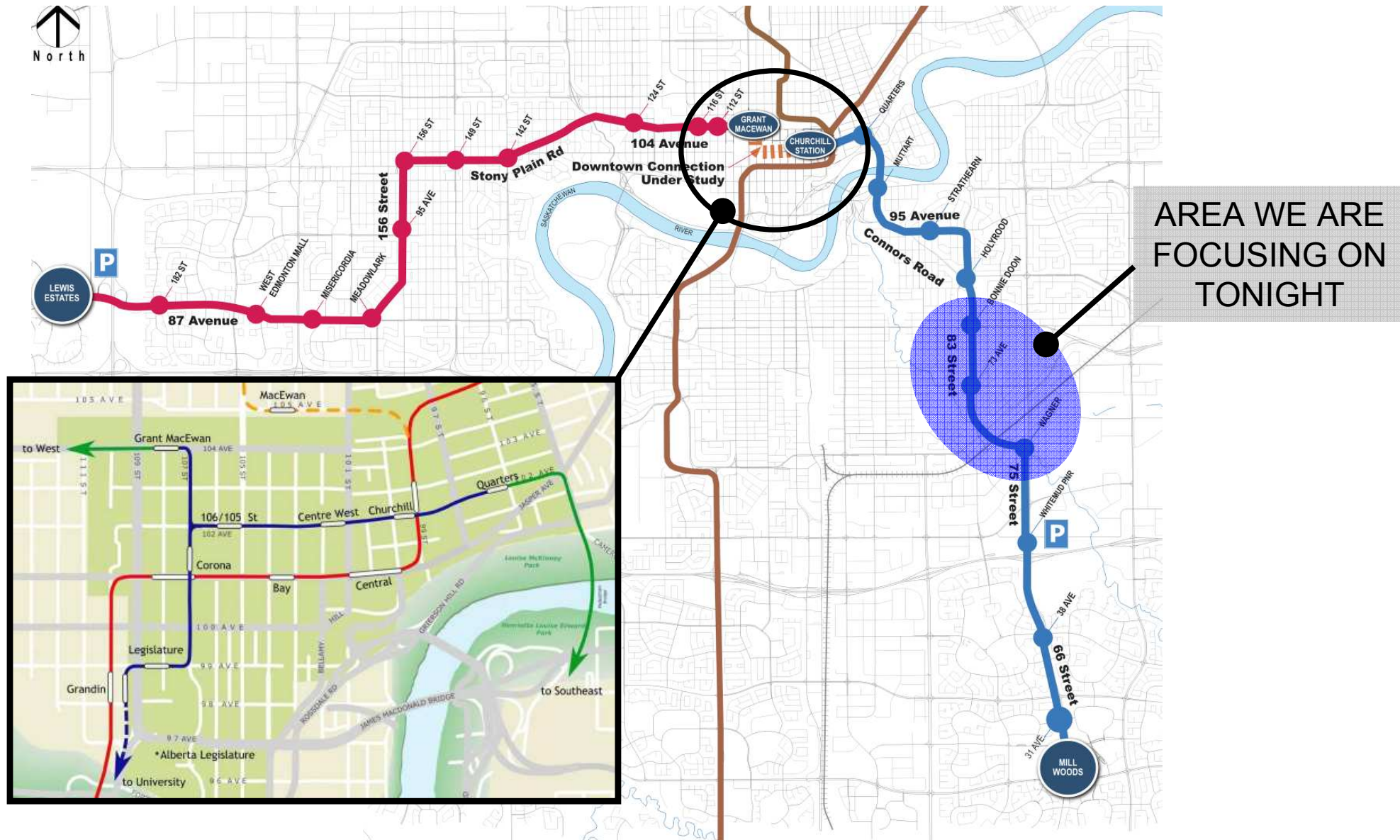
Urban Style LRT

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Southeast and West LRT Corridors

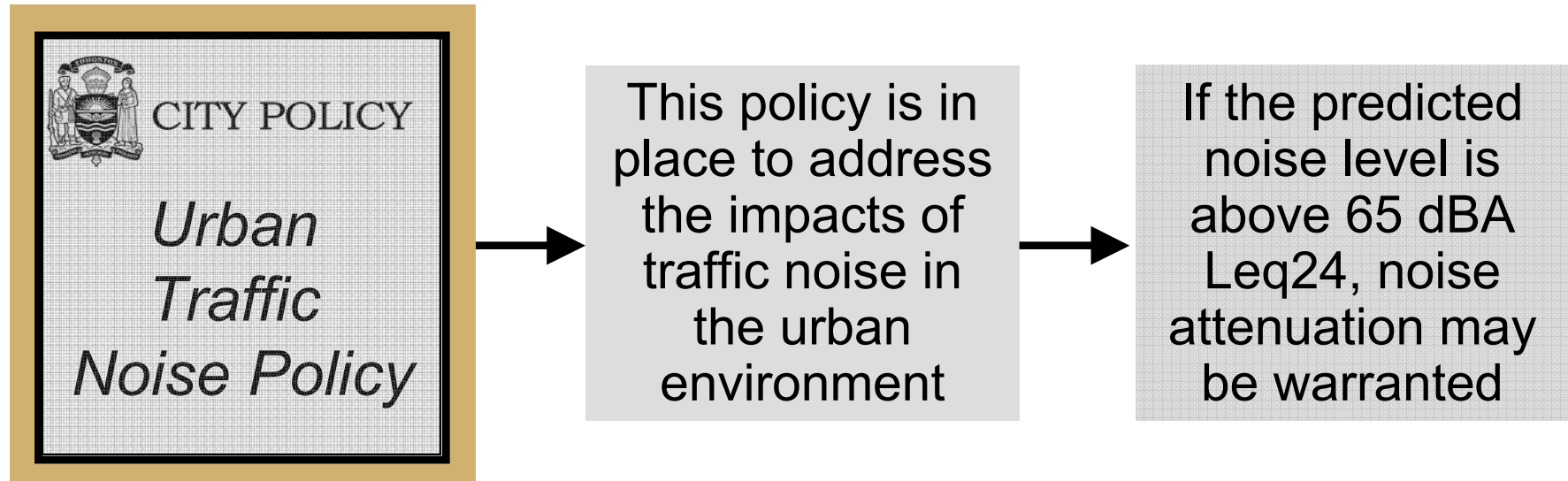
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LRT Noise Impact

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- LRT Noise Impact Study under way



Roadway Network

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- Bonnie Doon Traffic Circle
- 83 Street / Whyte Avenue
- Reviewing key intersections



83 Street / 82 Avenue



Bonnie Doon Traffic Circle



83 Street / Argyll Road



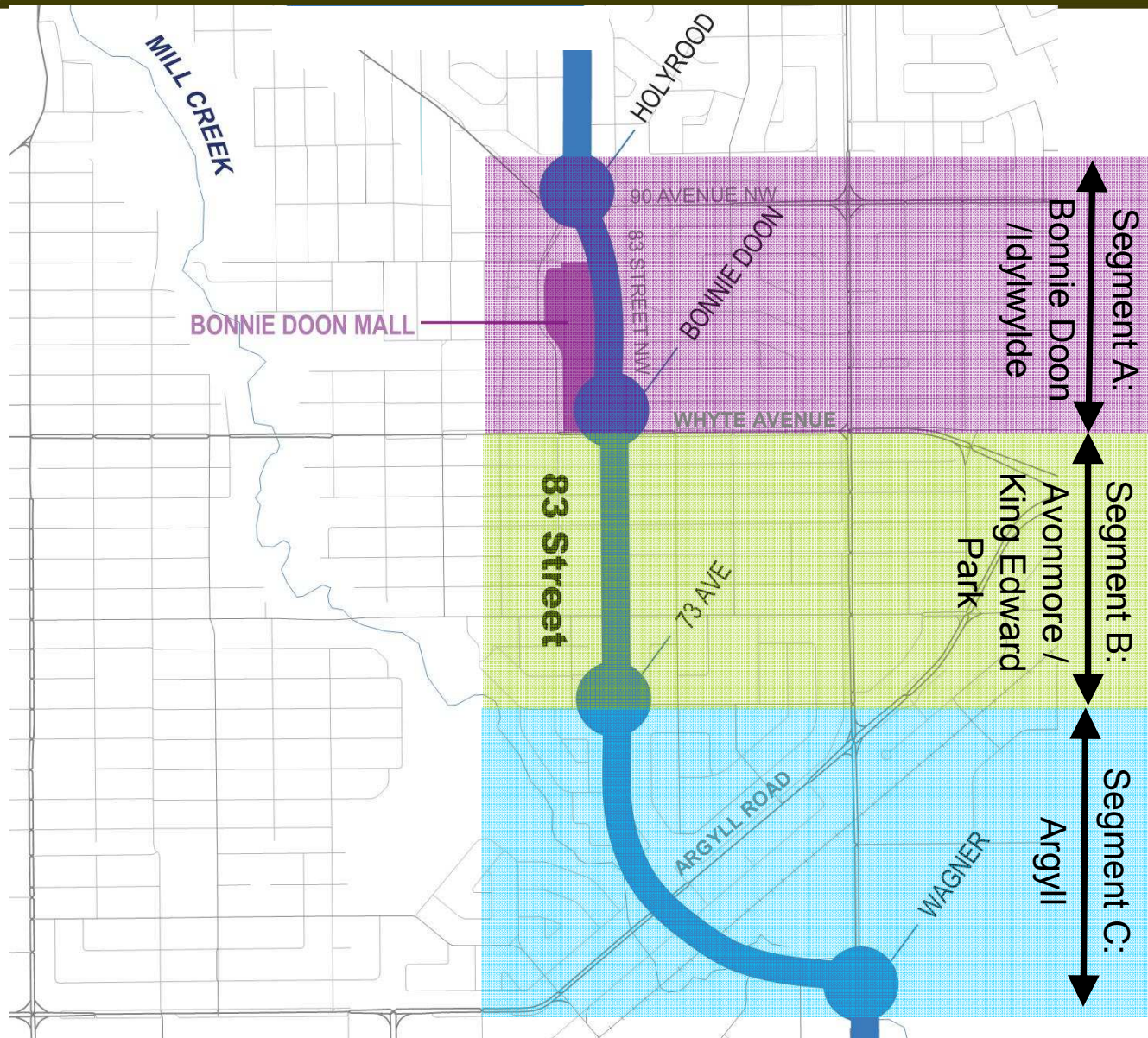
Workshop Session Overview

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- Session #1:
 - Right-of-way Alignment
- Session #2:
 - Station Location
- Session #3:
 - Neighbourhood and Business Access

Neighbourhood Groupings

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Southeast LRT

Bonnie Doon to Argyll

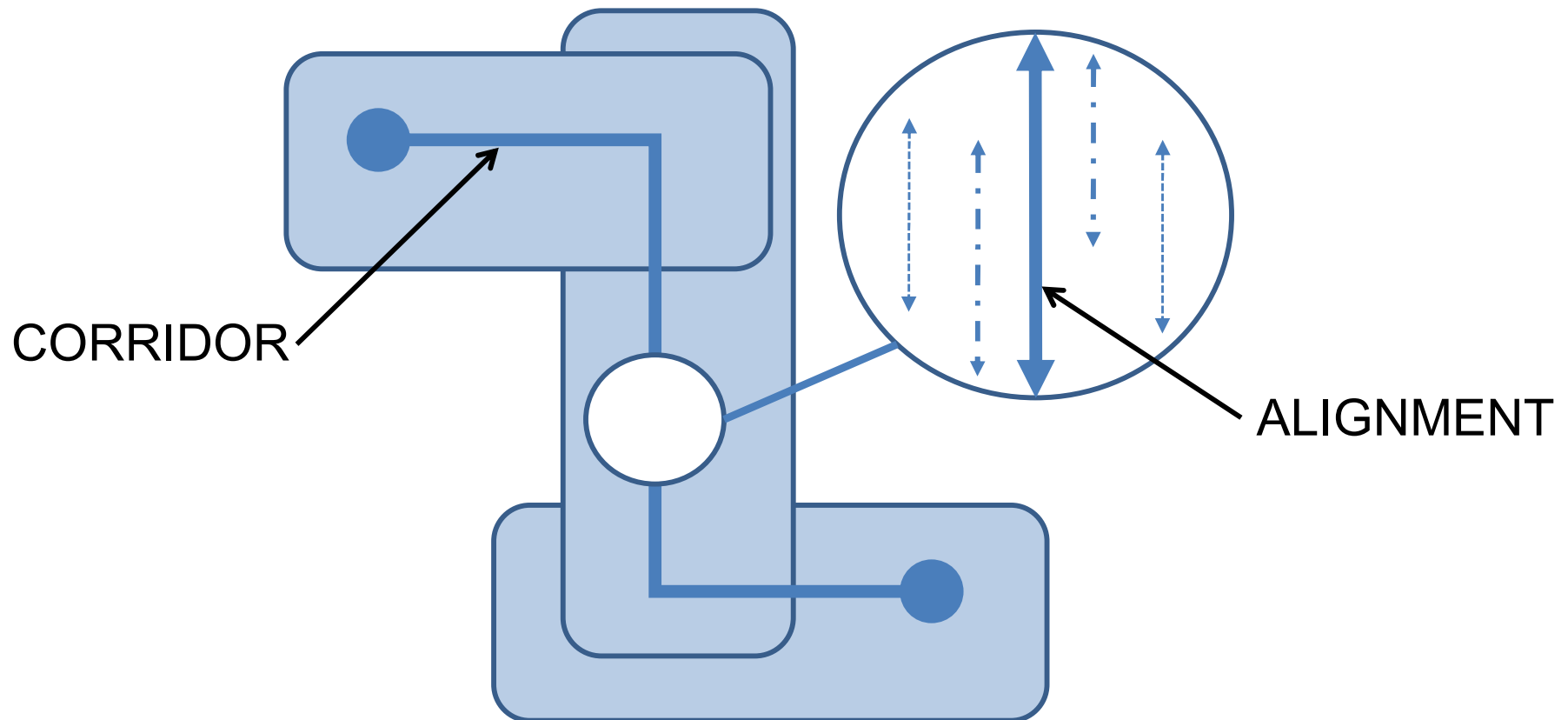
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Session #1

Right-of-Way (ROW) Alignment Alternatives

Corridor vs. Alignment

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Right-of-Way

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- There are impacts
- Constrained Right-of-Way
- Minimize property requirements by removing:
 - service roads
 - traffic lanes
 - on-street parking





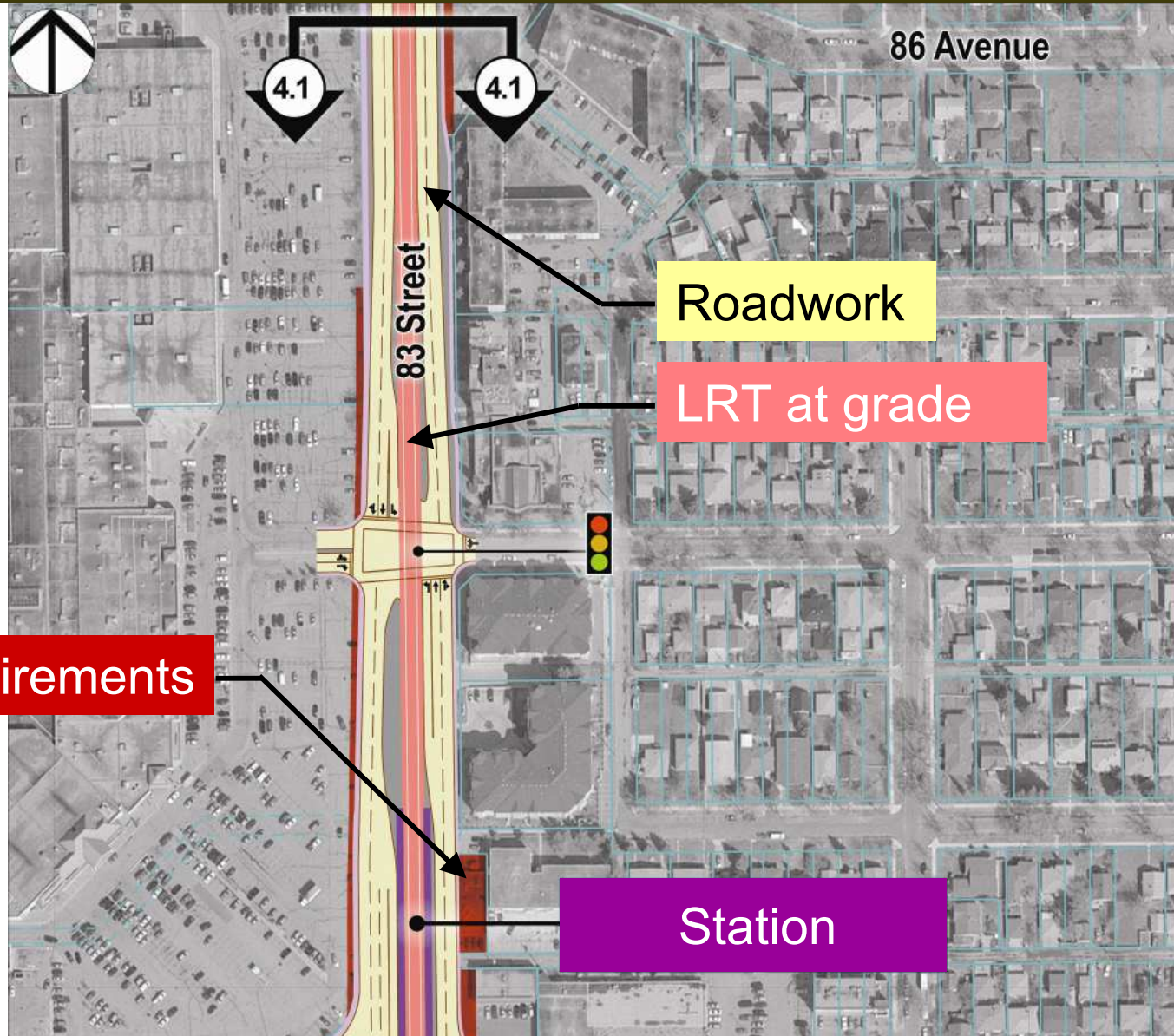
ROW Alignment Options

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Comment on your chosen section

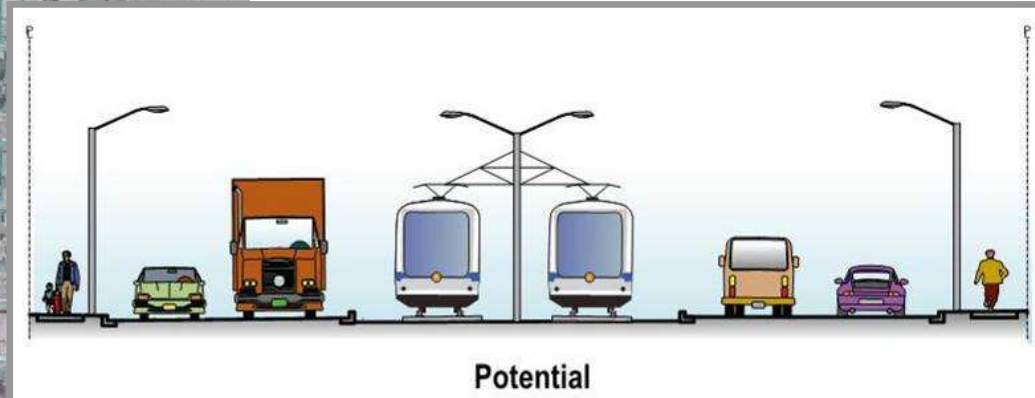
- *What needs to be considered for each alignment?*

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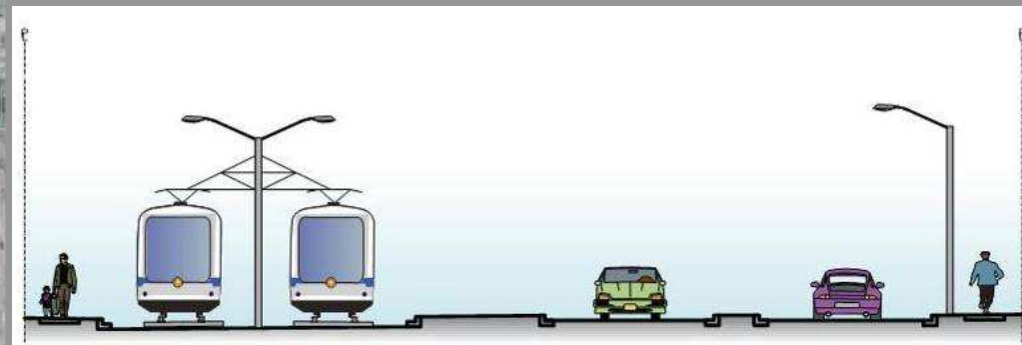
ROW Alignment – Segment A



ALTERNATIVE 1 - Centre Running LRT – 4 lanes of traffic



ROW Alignment – Segment A



ALTERNATIVE 2 - Side Running LRT – 2 lanes of traffic

ROW Alignment - Segment A

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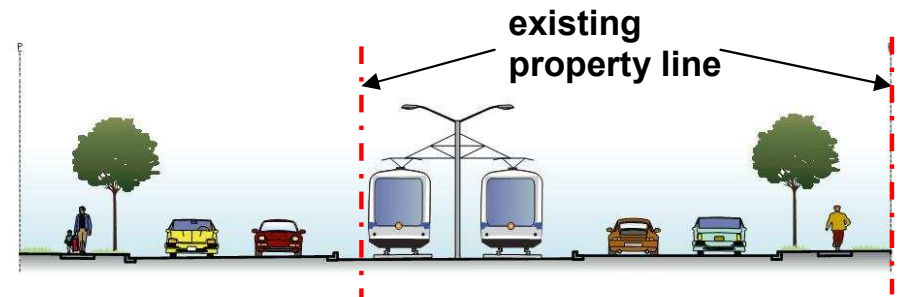
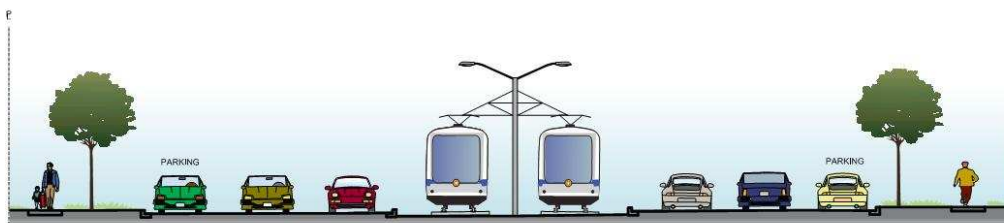
ALTERNATIVE 3 – Alternate Intersection Configuration

ROW Alignment - Segment B

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ALTERNATIVE 1 – Centre Running LRT – 4 lanes of traffic

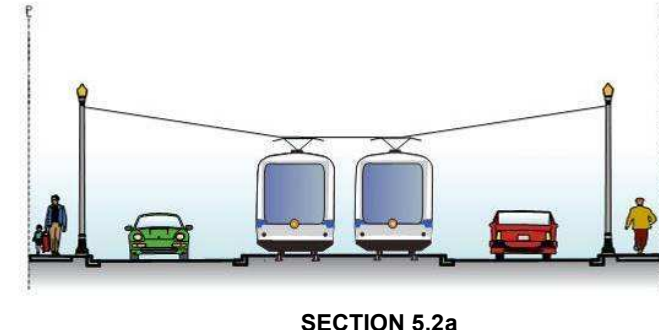


ROW Alignment - Segment B

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ALTERNATIVE 2 – Centre Running LRT – 2 lanes of traffic

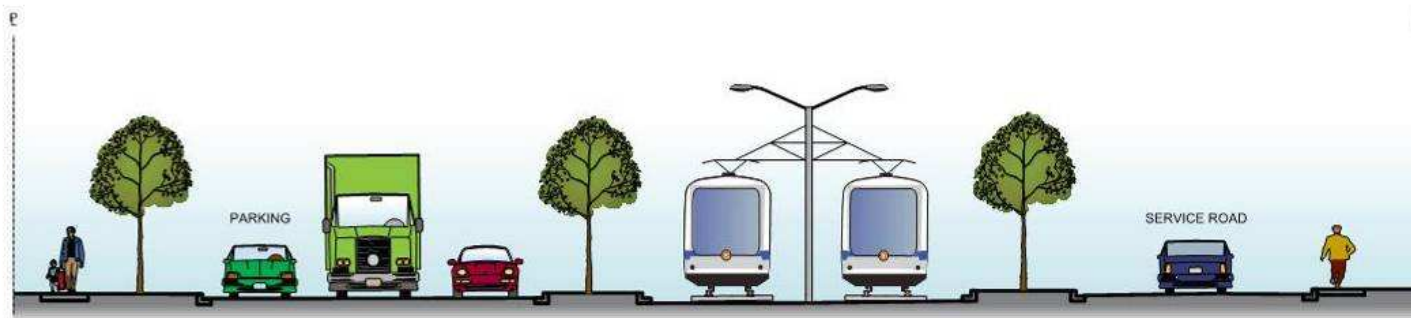


ROW Alignment - Segment B

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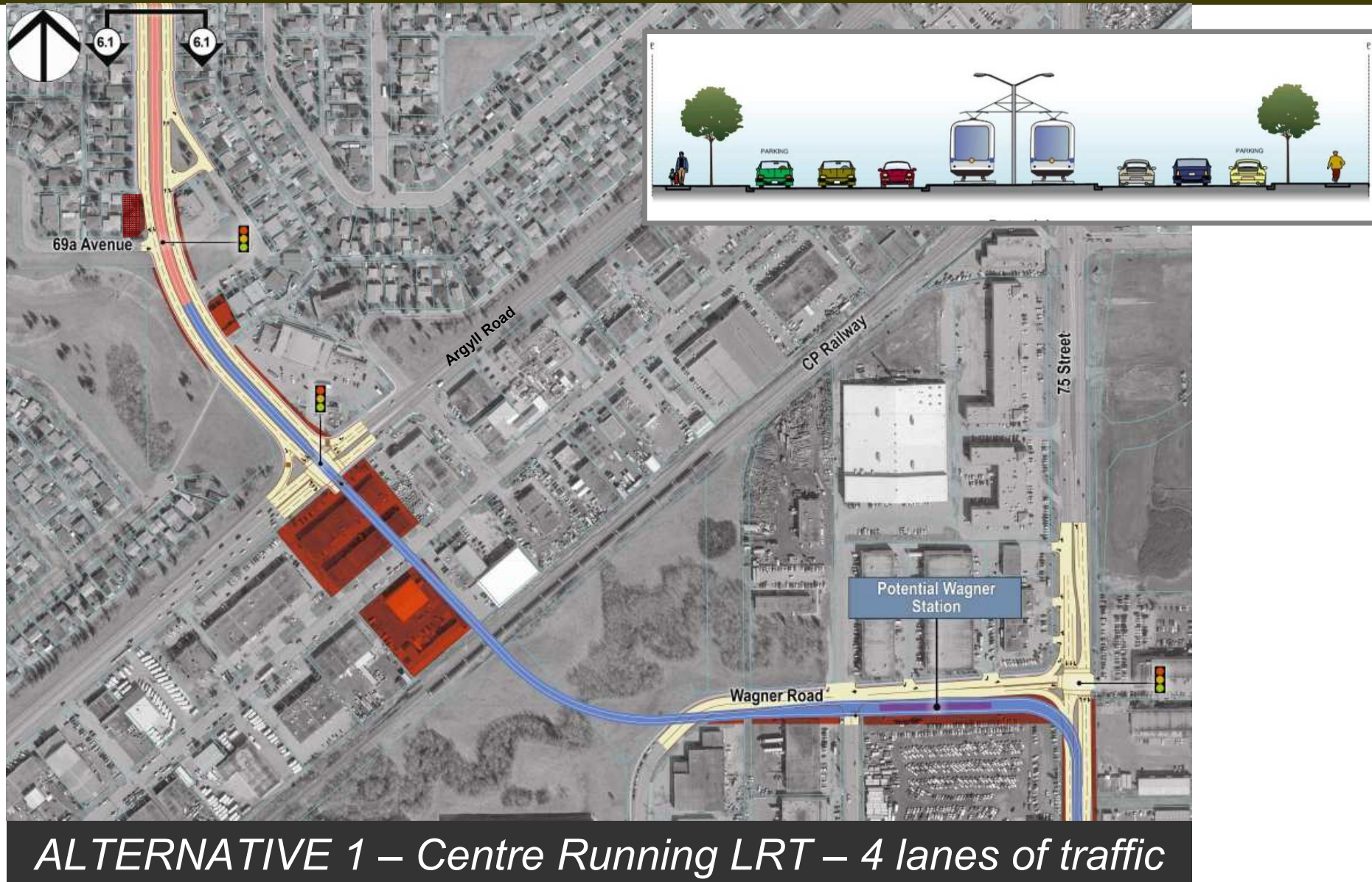


ALTERNATIVE 3 – Side Running LRT – 2 lanes of traffic



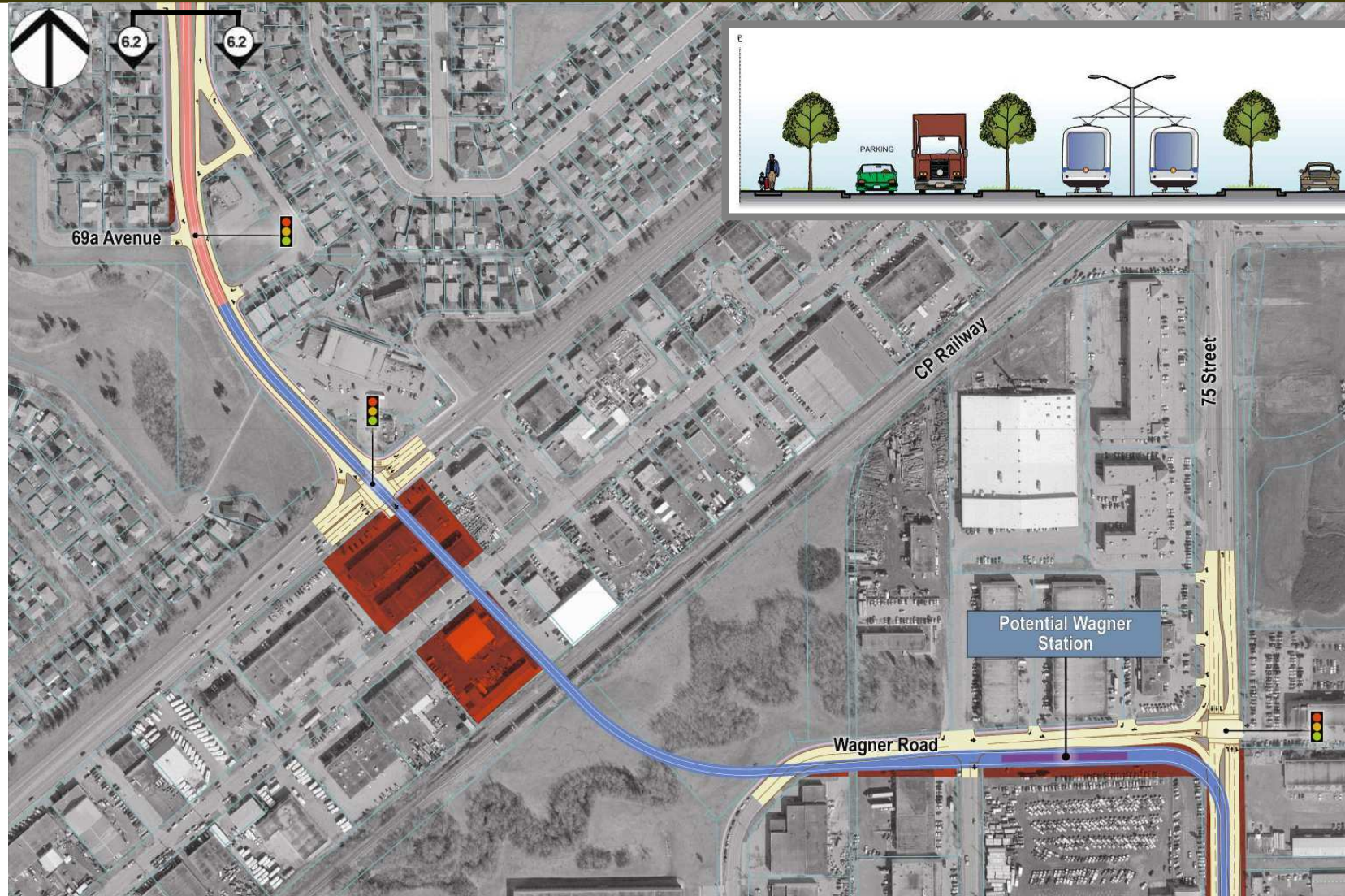
ROW Alignment - Segment C

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ROW Alignment - Segment C

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ALTERNATIVE 2 – Centre Running LRT – 2 lanes of traffic

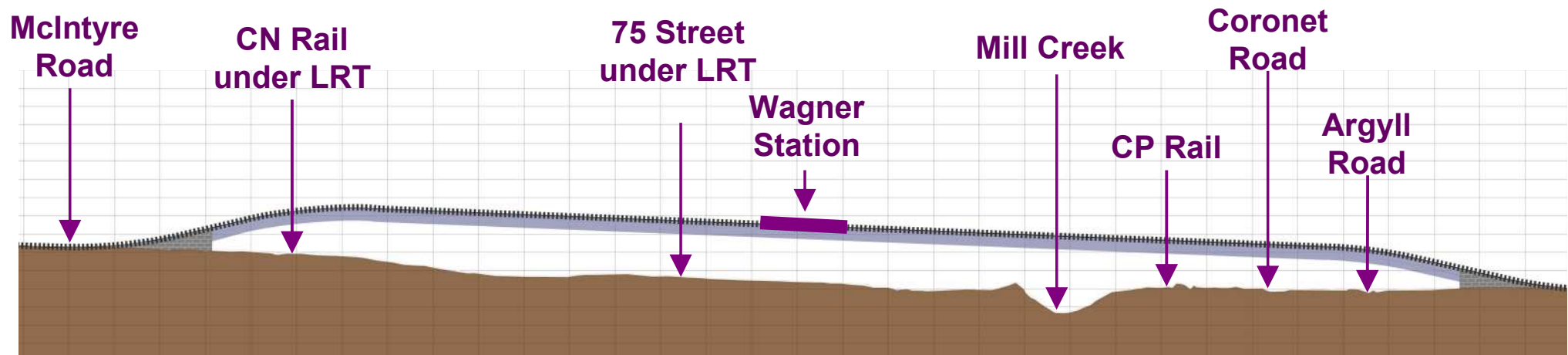
Elevated LRT

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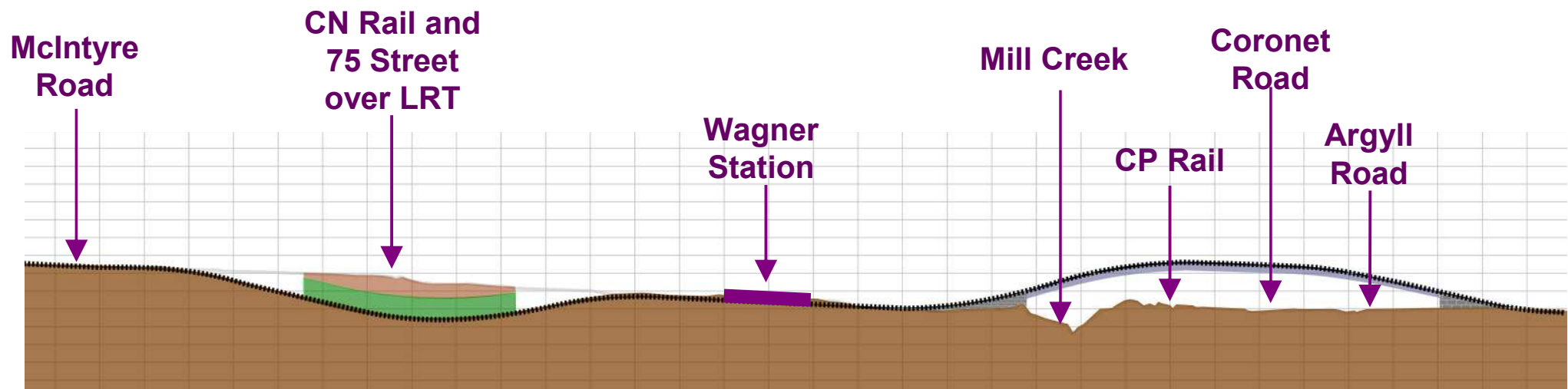


Elevated LRT - Profile

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Wagner Road / 75 Street with Bridge



Davies Road with Tunnel under CN Rail



ROW Alignment – Workshop Question

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Comment on your chosen section

Given that the corridor has been defined and that we are only talking about the ROW alignment alternatives,

– What needs to be considered for each alignment?



Southeast LRT

Bonnie Doon to Argyll

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Session #2

Station Location and Configuration



Station Location and Configuration Options

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Comment on your chosen section

– *How does this station fit into your neighbourhood?*

*How does it affect your travel patterns?
(pedestrian, cyclist, or driver)*

Simple Stop Design

www.edmonton.ca/LRTProjects

Low floor vehicles and platforms provide:

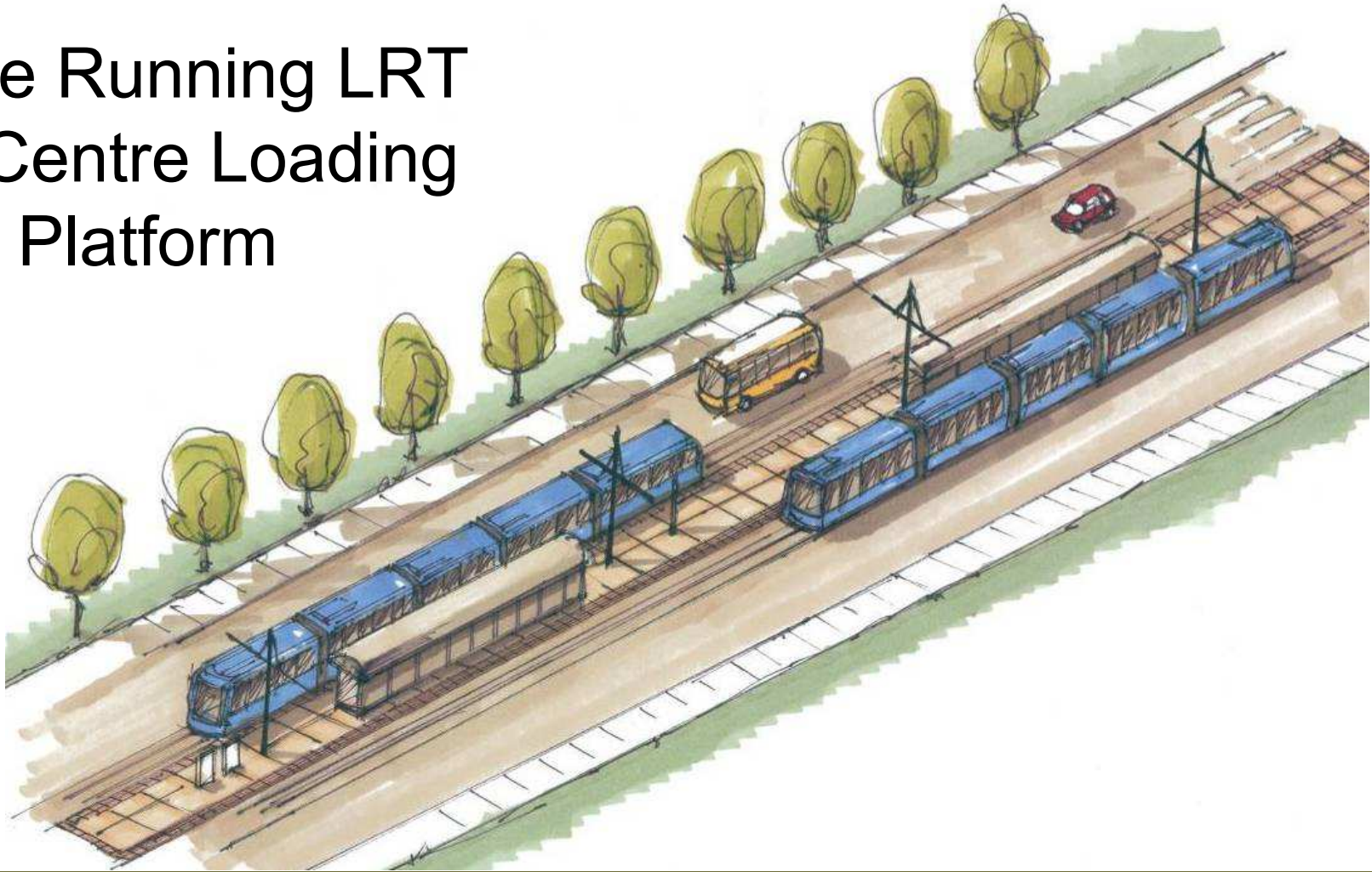
- Simple Infrastructure
- Fits into surrounding areas
- Improved neighbourhood connections



Station Configuration

www.edmonton.ca/LRTProjects

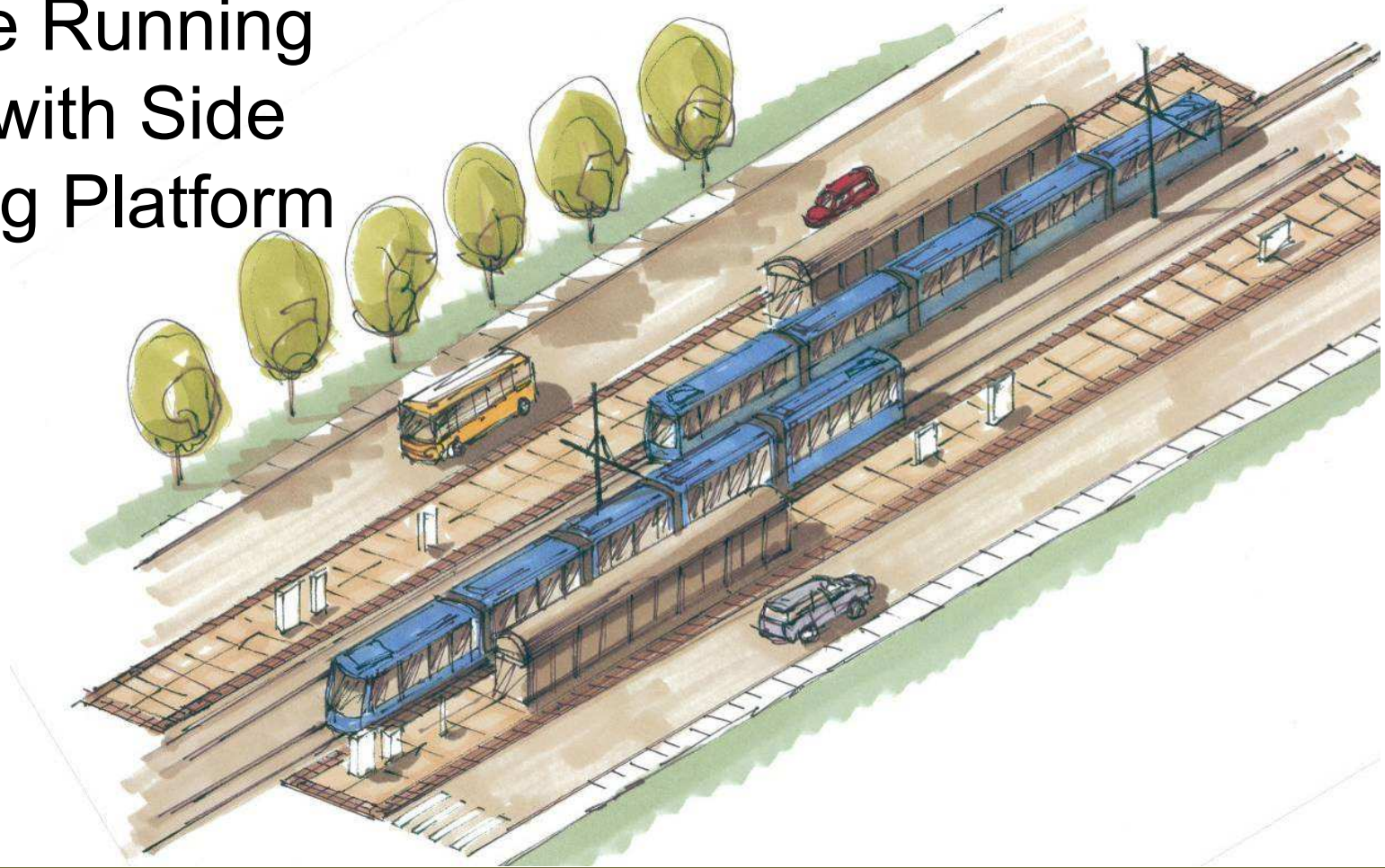
Centre Running LRT
with Centre Loading
Platform



Station Configuration

www.edmonton.ca/LRTProjects

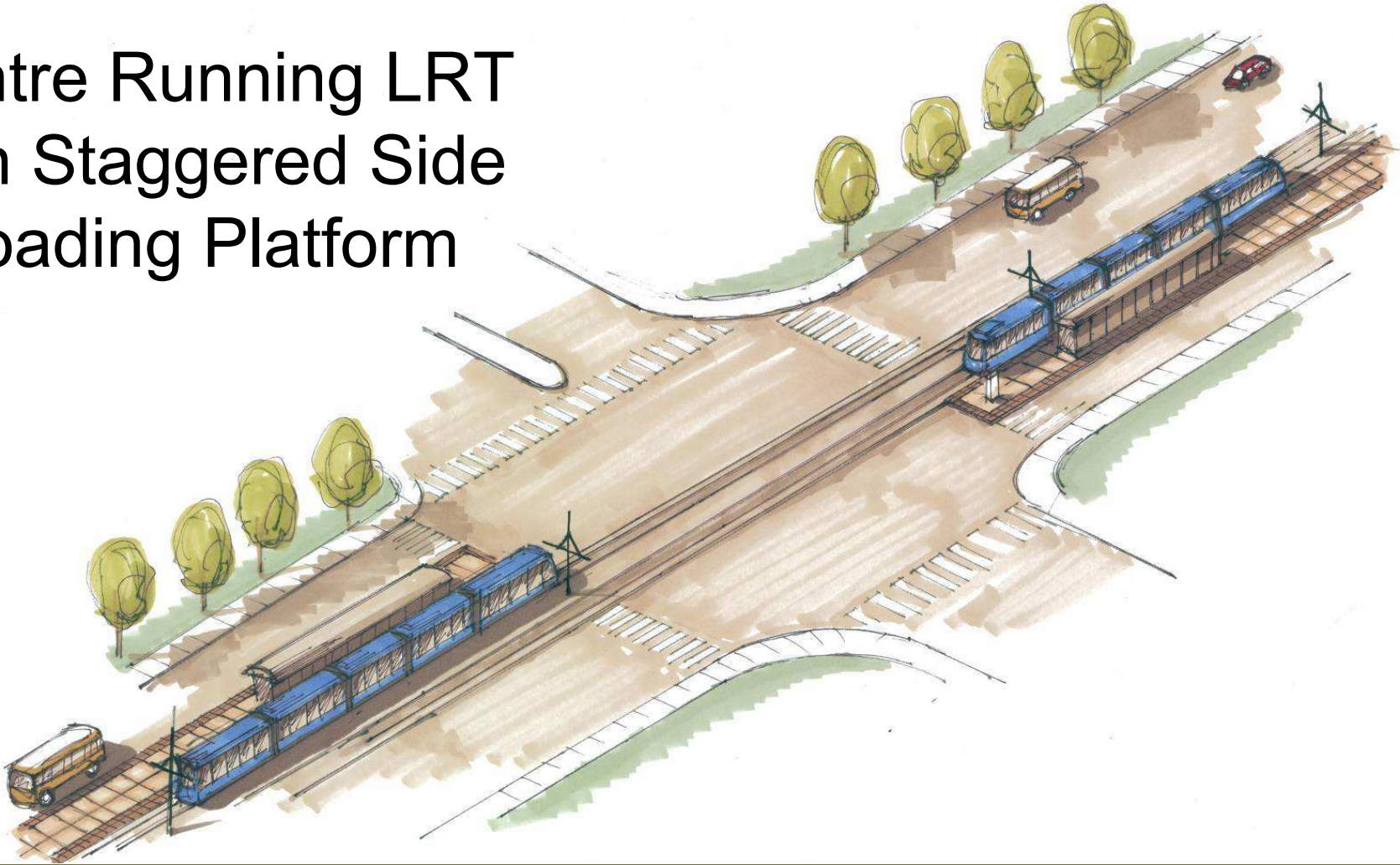
Centre Running
LRT with Side
Loading Platform



Station Configuration

www.edmonton.ca/LRTProjects

Centre Running LRT
with Staggered Side
Loading Platform



Overview Station Alternatives

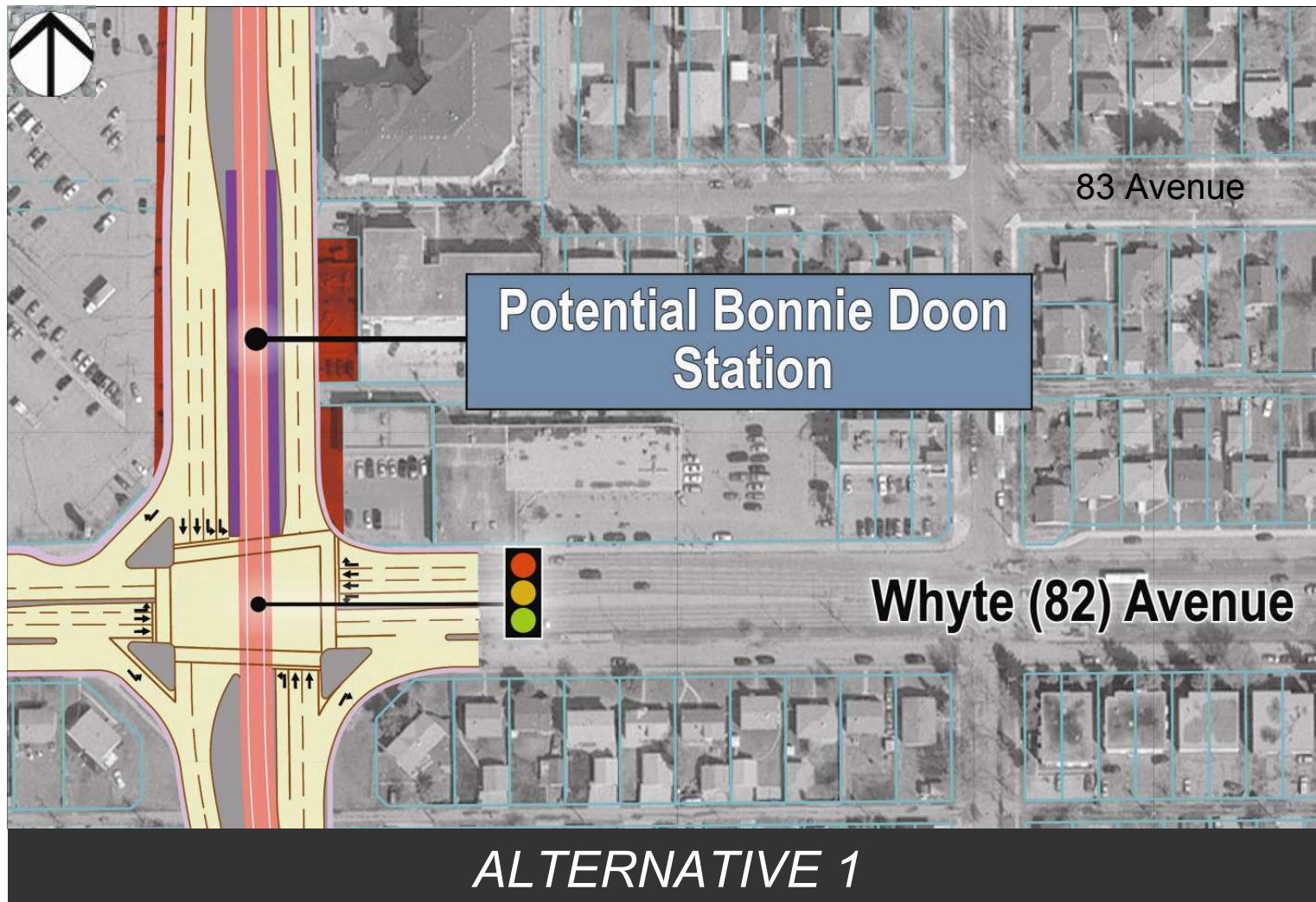
www.edmonton.ca/LRTProjects

- Overview of station alternatives at:
 - Bonnie Doon Station
 - 73 or 76 Avenue Station



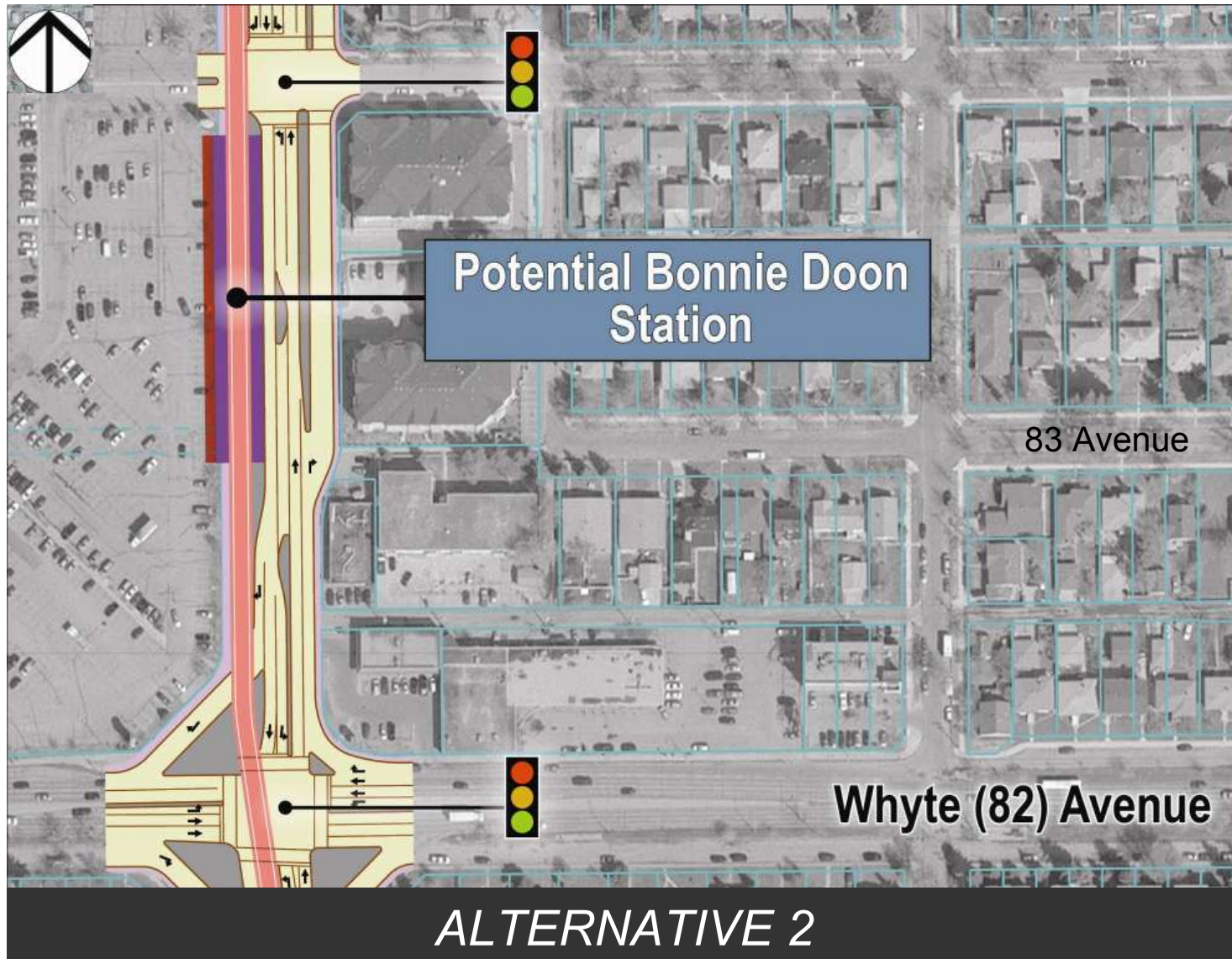
Bonnie Doon Station

www.edmonton.ca/LRTPProjects



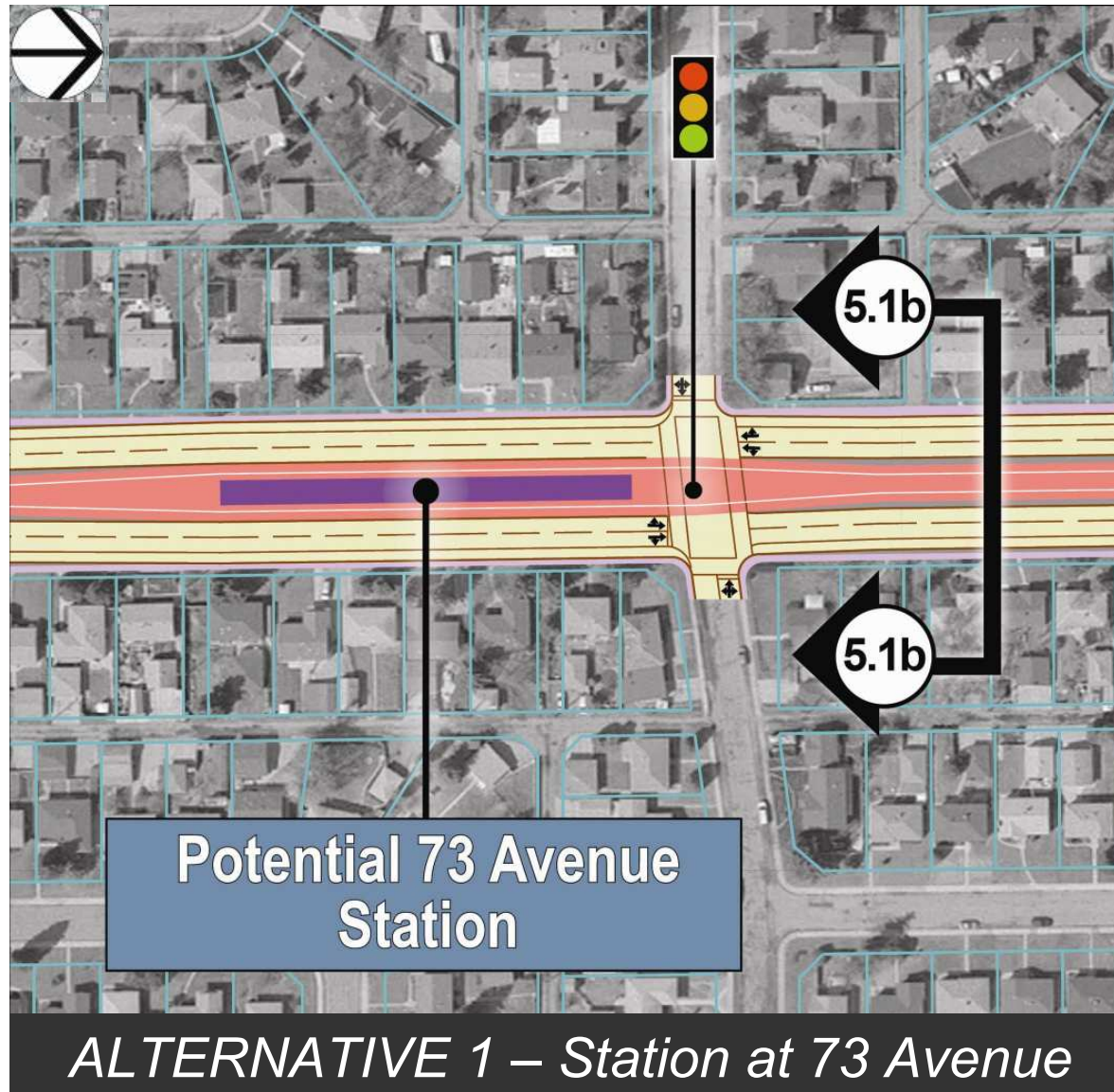
Bonnie Doon Station

www.edmonton.ca/LRTProjects



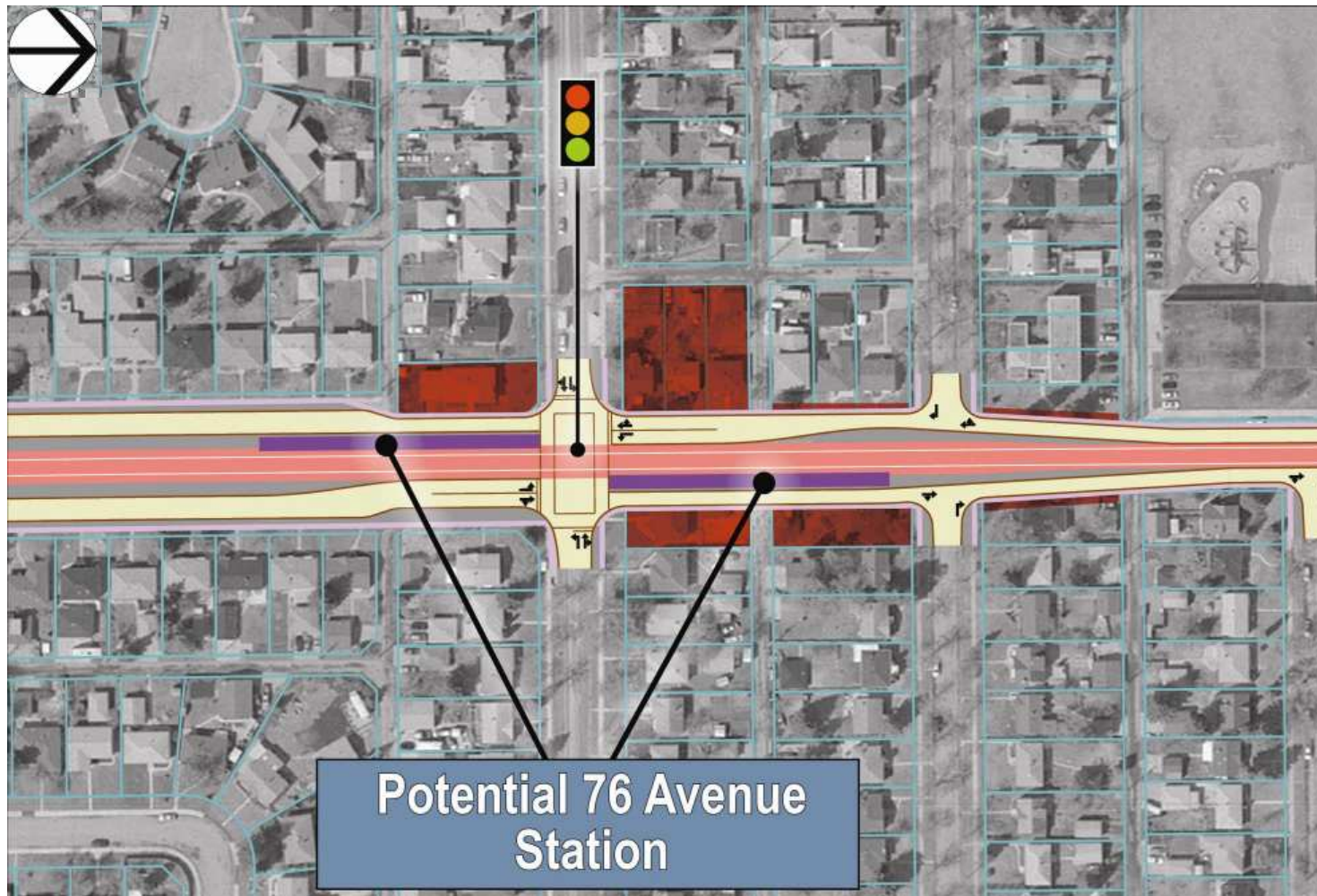
73 Avenue Station

www.edmonton.ca/LRTPProjects



76 Avenue Station

www.edmonton.ca/LRTProjects



ALTERNATIVE 2 – Station at 76 Avenue



Stations - Workshop Questions

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Comment on the station in your neighbourhood

– *How does this station fit into your neighbourhood?*

*How does it affect your travel patterns?
(pedestrian, cyclist, or driver)*



Southeast LRT

Bonnie Doon to Argyll

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Session #3

Neighbourhood and Business Access



Neighbourhood and Business Access

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Comment on your chosen section

- *How do the alternatives affect the way you get around and in/out of your neighbourhood and access businesses?*

Neighbourhood and Business Access

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Basic Principles of Neighbourhood Access:

- Different roads serve different purposes
- LRT will change direct access to roads within its corridor
- Traffic signals will be located on major roads to facilitate LRT movement



Neighbourhood and Business Access

www.edmonton.ca/LRTProjects

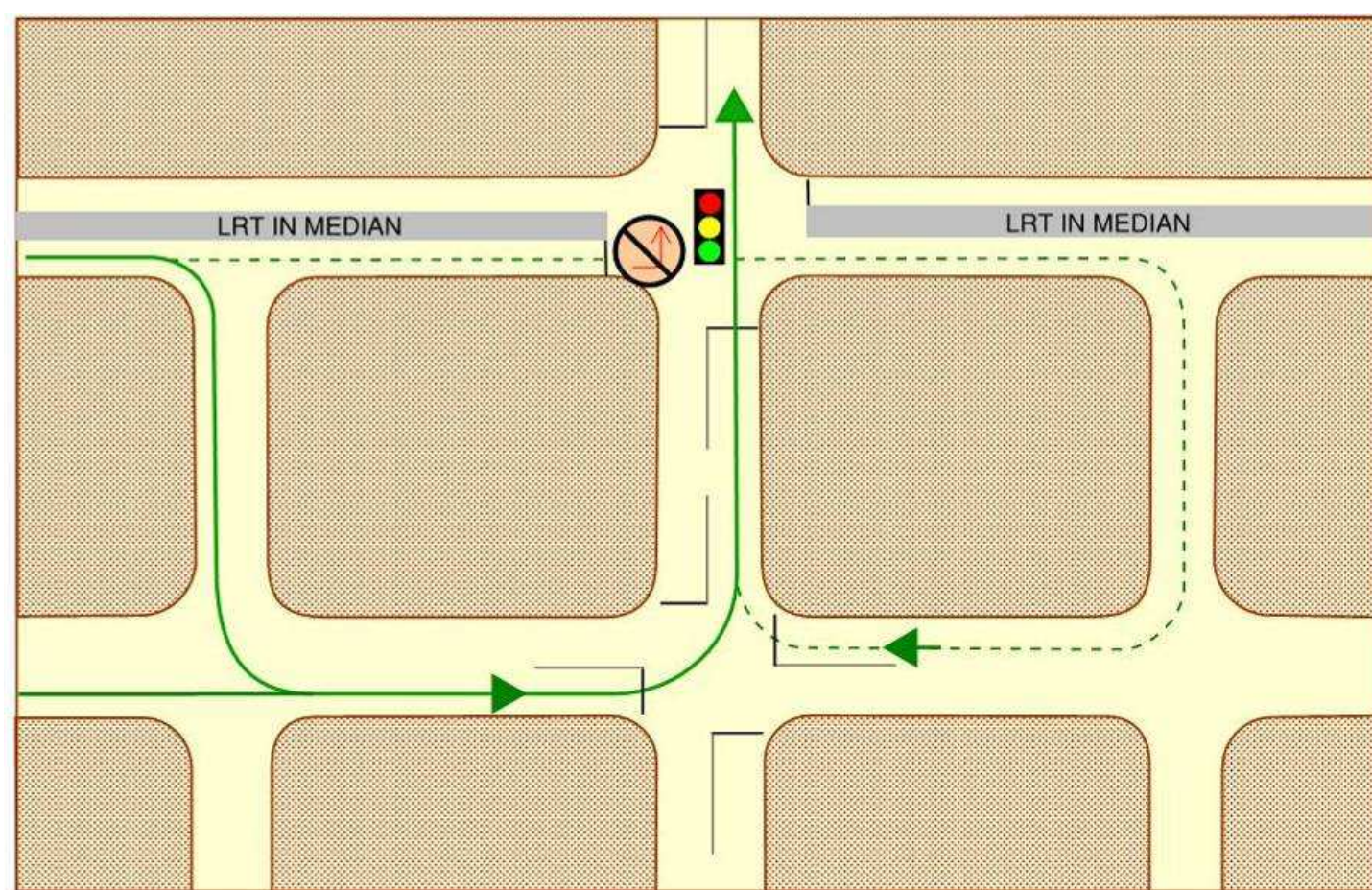
Basic Principles of Neighbourhood Access:

- Turns across LRT tracks will be at signalized intersections
- Not ALL signalized intersections will allow left hand turns
- A supporting street and circulation system will be provided



Neighbourhood and Business Access

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- Existing left turn movement at intersection removed
- Future jug-handle movements provided

Neighbourhood and Business Access – Segment A



ALTERNATIVE 1 - Centre Running LRT – 4 lanes of traffic

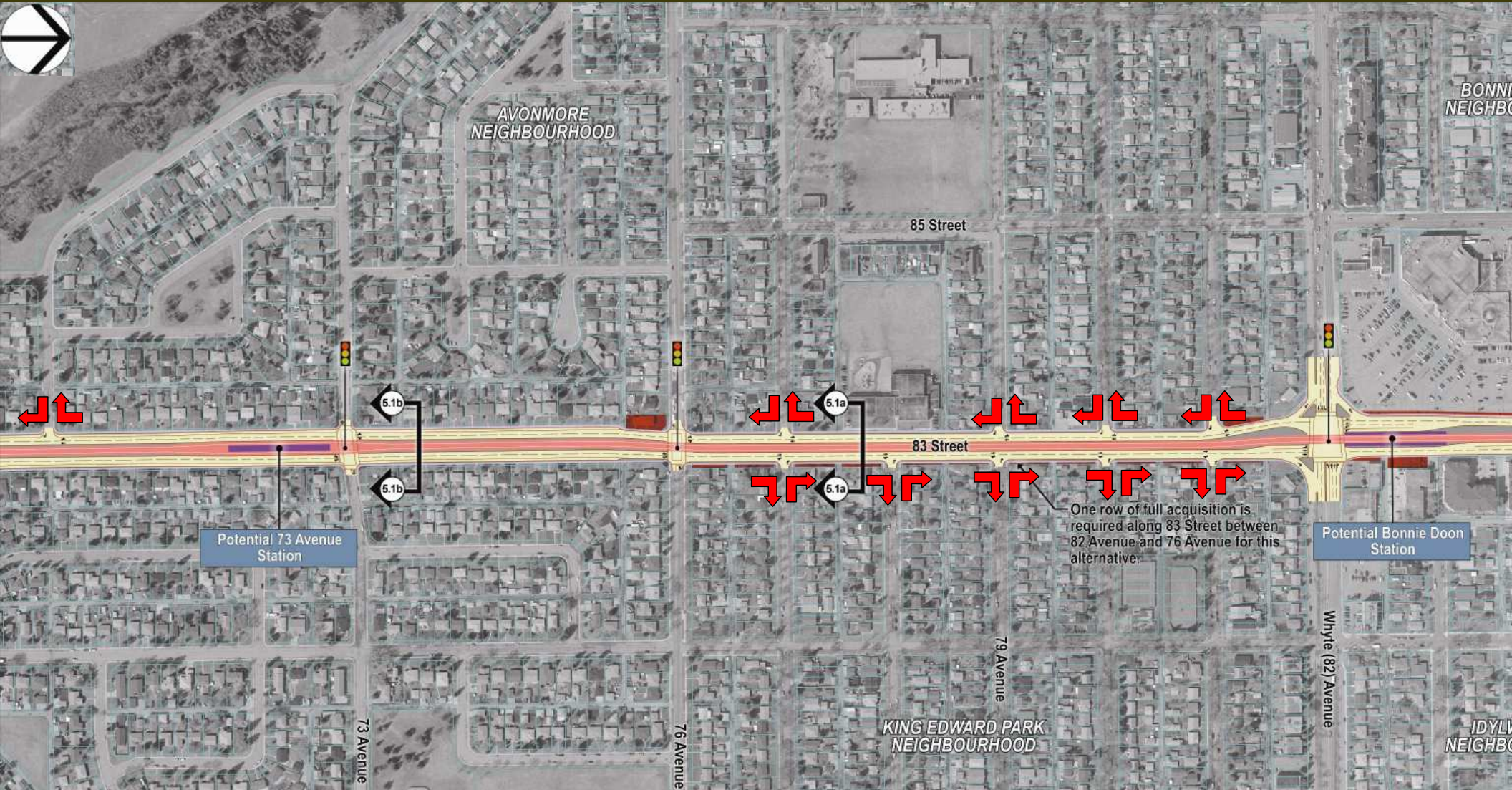


Neighbourhood and Business Access – Segment A

ALTERNATIVE 2 - Side Running LRT – 2 lanes of traffic

Neighbourhood and Business Access - Segment B

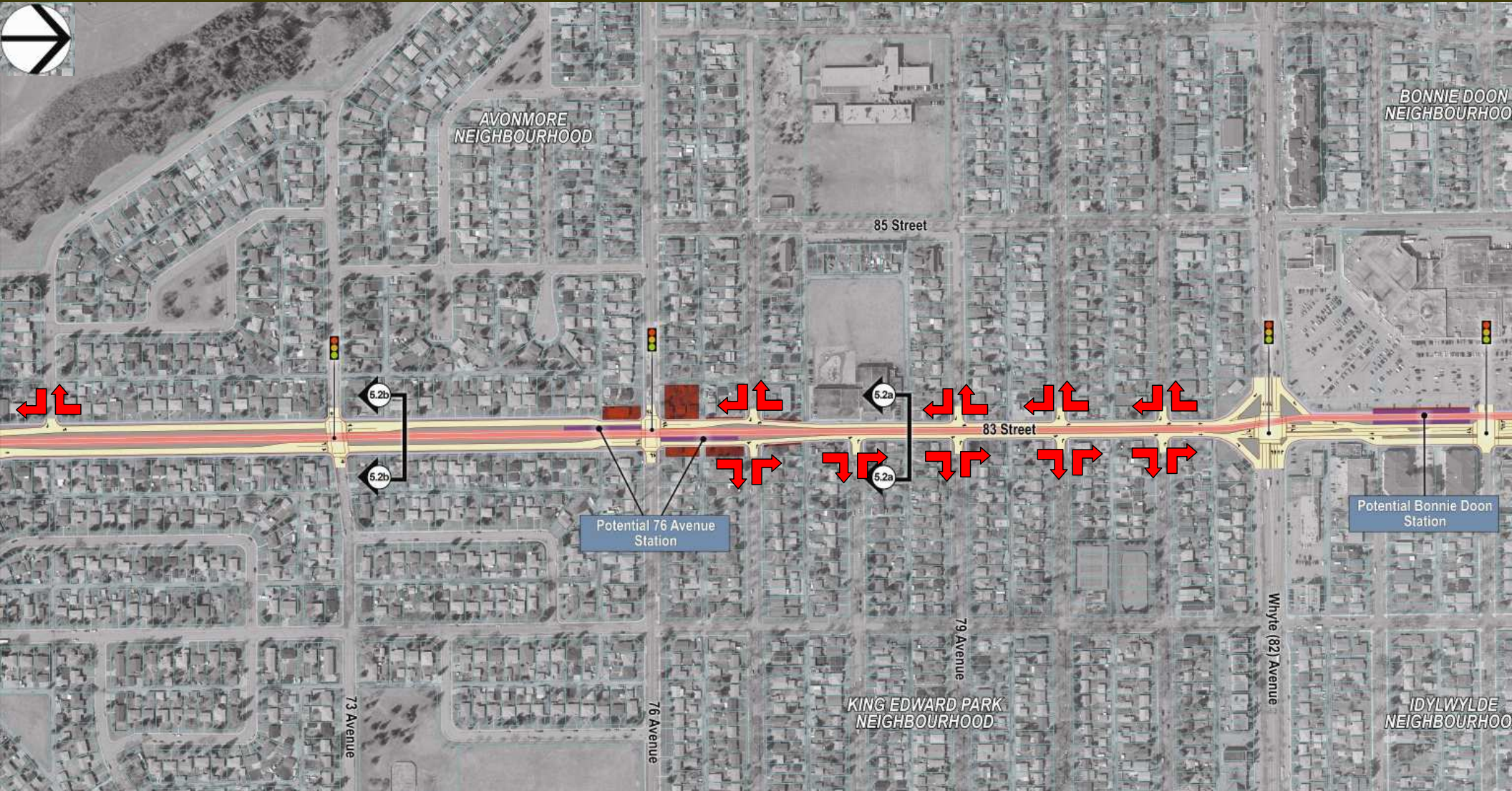
www.edmonton.ca/LRTPProjects



ALTERNATIVE 1 – Centre Running LRT – 4 lanes of traffic

Neighbourhood and Business Access - Segment B

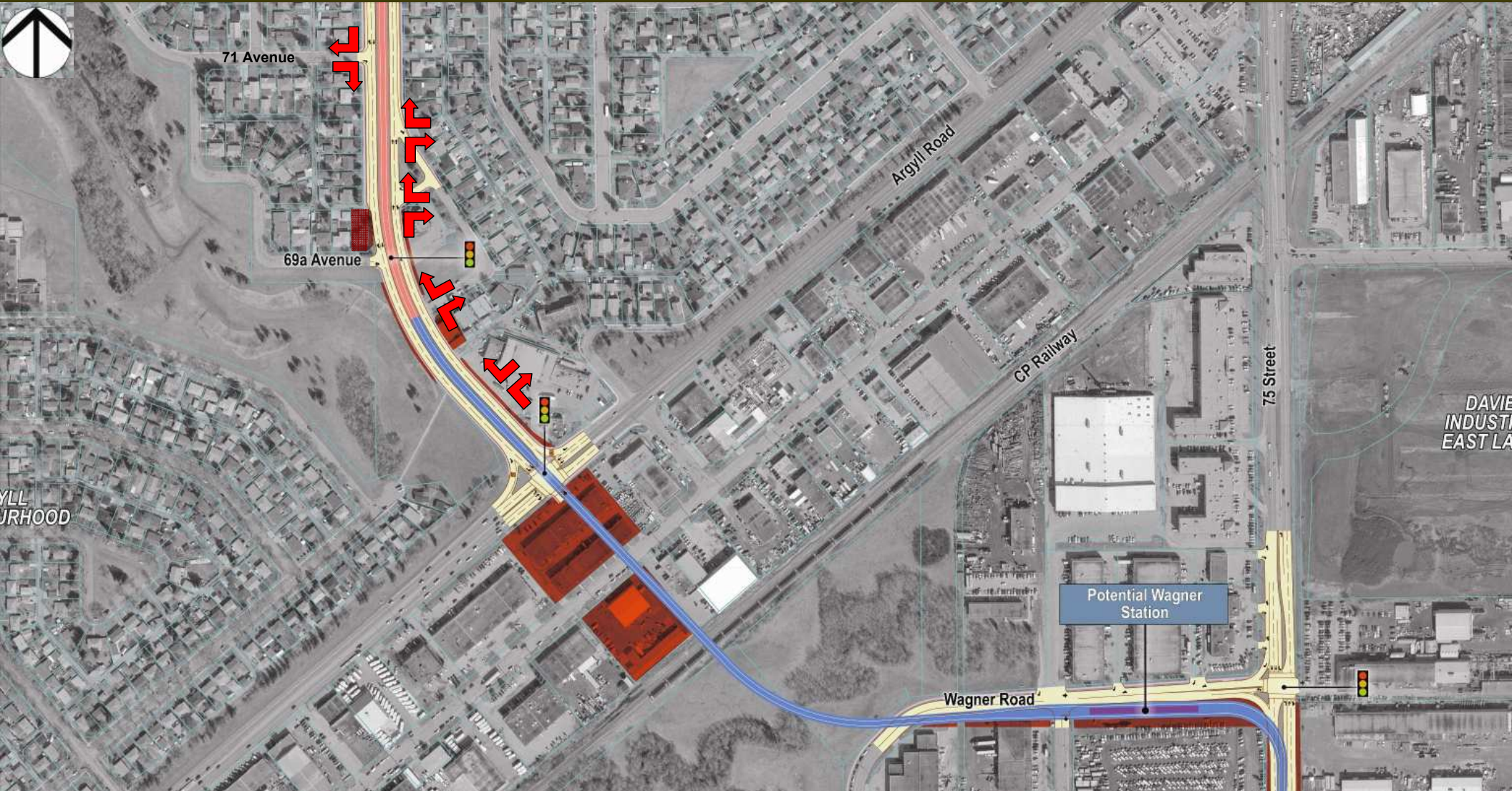
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ALTERNATIVE 2 – Centre Running LRT – 2 lanes of traffic

Neighbourhood and Business Access - Segment C

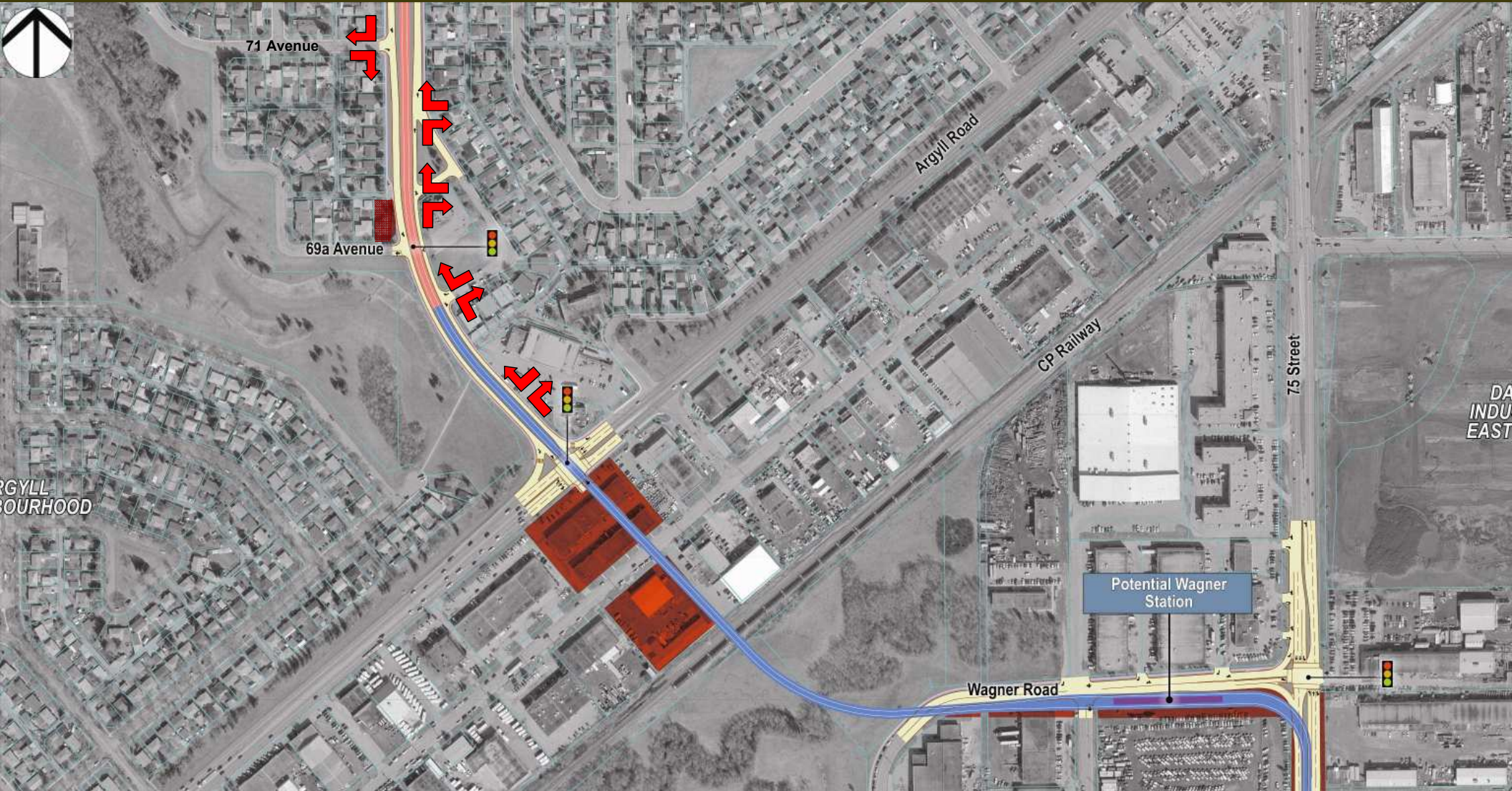
www.edmonton.ca/LRTPProjects



ALTERNATIVE 1 – Centre Running LRT – 4 lanes of traffic

Neighbourhood and Business Access - Segment C

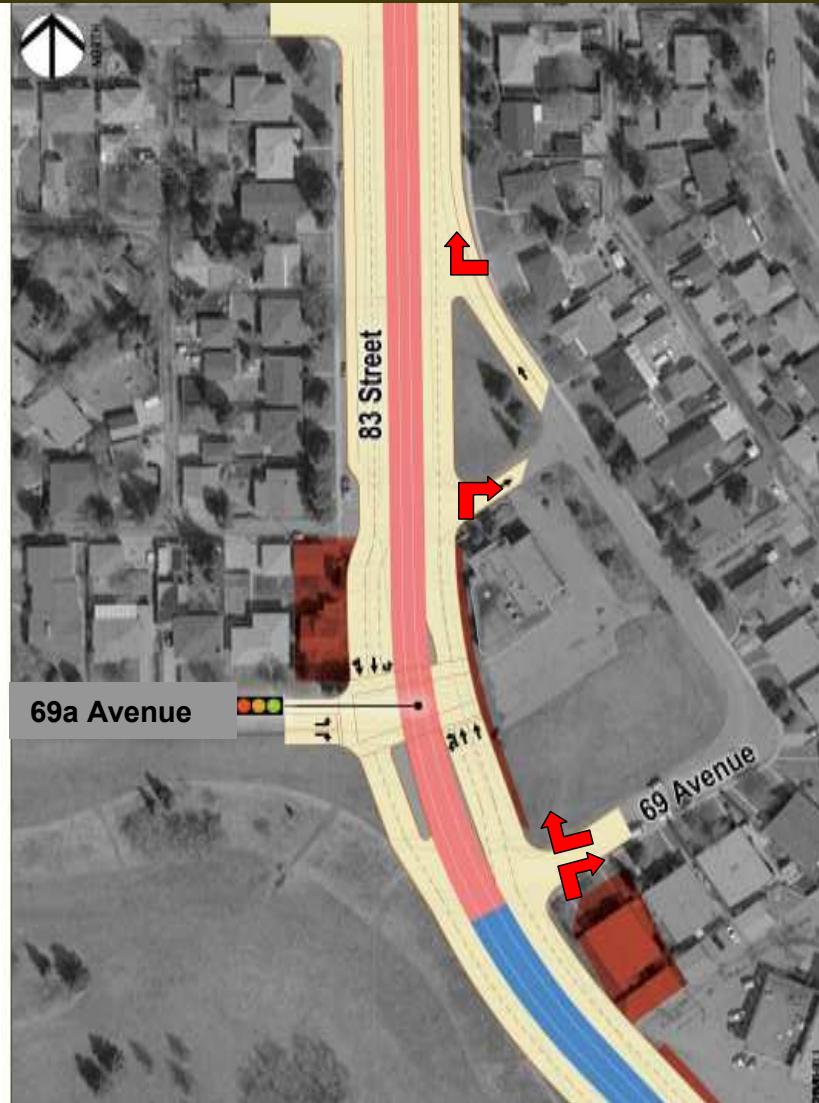
www.edmonton.ca/LRTPProjects



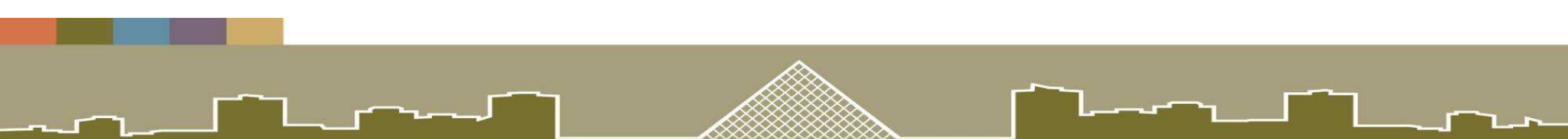
ALTERNATIVE 2 – Centre Running LRT – 2 lanes of traffic

Neighbourhood and Business Access - Segment C

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ALTERNATIVE 3 – 69a Avenue Access



Neighbourhood and Business Access – Workshop Questions

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Comment on your chosen section

- How do the alternatives affect the way you get around and in/out of your neighbourhood and access businesses?*



Wrap Up

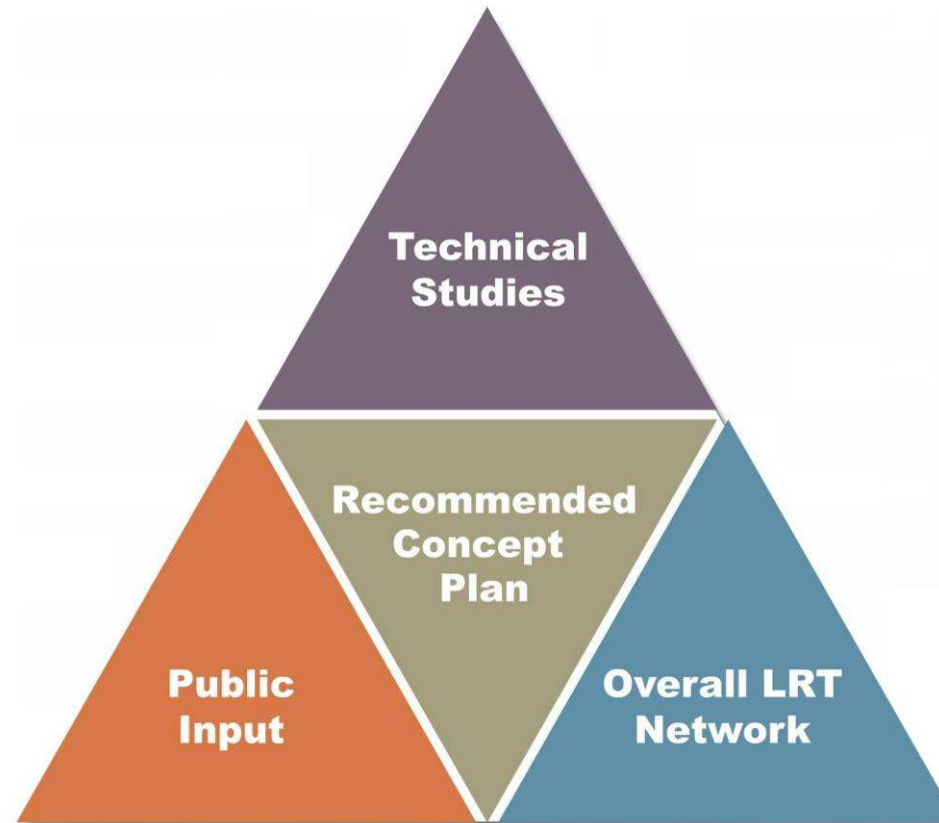
www.edmonton.ca/LRTProjects

- Fill out Questionnaires
- Attend other workshops
- Presentation available on website

www.edmonton.ca/LRTProjects

Wrap Up

www.edmonton.ca/LRTProjects





LRT Workshop Session Schedule

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www.edmonton.ca/LRTProjects

Next Steps

www.edmonton.ca/LRTPProjects

Alignment Selection

Alignment Definition

Reporting

MAY

SEP

NOV

DEC

Workshops

Open Houses

Information Sessions

Public Hearing

*On going Consultation
with Key Stakeholders*





Southeast LRT

Bonnie Doon to Argyll

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Thank you!