Southeast LRT Workshop Session

Welcome

Strathearn to Bonnie Doon

May 19, 2010
Tonight's Meeting Purpose

- To provide more detailed information on Southeast LRT concept engineering
- To provide specific detail on alignment alternatives for Connors Road/95 Ave to 82 Street /83 Avenue segment
- To collect comments from participants
# LRT Workshop Session Schedule

## West LRT

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Proposed Agenda

- 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
Strathearn to Bonnie Doon

Project Background
Where we are in the process?

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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Strategic Planning

- West LRT
- Southeast LRT

1. Conceptual Planning
2. Preliminary Engineering
3. Detailed Engineering
4. Construction

North LRT (NAIT)

LEVEL OF DETAIL

Plan

Produce

Project Turnover
Corridor vs. Alignment

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Where we are in the process today?

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• 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?

Alignment Selection

Workshops
Open Houses
Information Sessions
Public Hearing
On going Consultation with Key Stakeholders

Alignment Definition

MAY

Reporting

SEP
NOV
DEC

On going Consultation with Key Stakeholders
Urban Style LRT

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Southeast and West LRT Corridors

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AREA WE ARE FOCUSING ON TONIGHT
LRT Noise Impact Study under way

This policy is in place to address the impacts of traffic noise in the urban environment.

If the predicted noise level is above 65 dBA Leq24, noise attenuation may be warranted.
Roadway Network

- Connors Road
- Bonnie Doon Traffic Circle
- Reviewing key intersections
Workshop Session Overview

• Session #1:
  – Right-of-way Alignment

• Session #2:
  – Station Location

• Session #3:
  – Neighbourhood and Business Access
Neighbourhood Groupings

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Session #1

Right-of-Way (ROW) Alignment Alternatives
Corridor vs. Alignment

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Right-of-Way

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

– What needs to be considered for each alignment?
ROW Alignment - Segment A

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ALTERNATIVE 1 - Centre Running LRT
ROW Alignment - Segment A

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ALTERNATIVE 2 - Side Running LRT along 85 Street
ROW Alignment – Segment B

ALTERNATIVE 1 - Centre Running LRT – 4 lanes of traffic
ROW Alignment – Segment B

ALTERNATIVE 2 - Side Running LRT – 2 lanes of traffic
ROW Alignment - Segment B

ALTERNATIVE 3 – Alternate Intersection Configuration
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?
Session #2

Station Location and Configuration
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

Low floor vehicles and platforms provide:

– Simple Infrastructure
– Fits into surrounding areas
– Improved neighbourhood connections
Station Configuration

Centre Running LRT with Centre Loading Platform
Station Configuration

Centre Running LRT with Side Loading Platform
Station Configuration

Centre Running LRT with Staggered Side Loading Platform
Overview Station Alternatives

- Overview of station alternatives at:
  - Strathearn Station
  - Holyrood Station
  - Bonnie Doon Station
Strathearn Station

Potential Strathearn Station

ALTERNATIVE 1
Strathearn Station

Potential Strathearn Station

ALTERNATIVE 2

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Strathearn Station

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ALTERNATIVE 3
Holyrood Station

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ALTERNATIVE 1
Holyrood Station

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ALTERNATIVE 2
Bonnie Doon Station

Potential Bonnie Doon Station

ALTERNATIVE 2
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)*
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Strathearn to Bonnie Doon

Session #3

Neighbourhood and Business Access
Comment on your chosen section

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

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

- Existing left turn movement at intersection removed
- Future jug-handle movements provided
ALTERNATIVE 1 - Centre Running LRT
Neighbourhood and Business Access – Segment A

ALTERNATIVE 2 - Side Running LRT along 85 Street
Neighbourhood and Business Access – Segment A

ALTERNATIVE 3 – Jug-handle access road

Potential Strathearn Station
Neighbourhood and Business Access – Segment B

ALTERNATIVE 1 - Centre Running LRT – 4 lanes of traffic
Neighbourhood and Business Access – Segment B

ALTERNATIVE 2 - Side Running LRT – 2 lanes of traffic
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

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

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Next Steps

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Thank you!