West LRT Workshop Session

Welcome

Stony Plain Road from 149 Street to 124 Street

May 12, 2010
Tonight's Meeting Purpose

- To provide more detailed information on West LRT concept engineering
- To provide specific detail on alignment alternatives for Stony Plain Road / 149 Street to Stony Plain Road / 124 Street segment
- To collect comments from participants
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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
West LRT
Stony Plain Road from 149 Str. to 124 Str.

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?

Where we are in the process?

1. West LRT
   - Conceptual Planning
2. North LRT (NAIT)
   - Preliminary Engineering
3. Southeast LRT
   - Detailed Engineering
4. Project Turnover

LEVEL OF DETAIL

Plan

Produce
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?

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Alignment Selection  
Alignment Definition  
Reporting

MAY  SEP  NOV  DEC

Workshops  
Open Houses  
Information Sessions  
Public Hearing  
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

[Map showing LRT corridors and a highlighted area]
LRT Noise Impact

- LRT Noise Impact Study under way

**CITY POLICY**

*Urban Traffic Noise Policy*

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.

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Roadway Network

• Removing 2 existing travel lanes along Stony Plain Road and 104 Avenue
• Reviewing key intersections
Workshop Session Overview

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

• Session #2:
  – Station Location

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

Segment A: Grovenor
Segment B: Glenora
Segment C: Westmount
West LRT
Stony Plain Road from 149 Str. to 124 Str.

Session #1

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

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CORRIDOR

ALIGNMENT
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 alternative?*
Legend / Key

- **Roadwork**
- **LRT at grade**
- **Station**
- **Property Requirements**
ROW Alignment - Segment A

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ALTERNATIVE 1 – Centre Running LRT – 2 traffic lanes
ROW Alignment - Segment A

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ALTERNATIVE 2 – Centre Running LRT – 4 traffic lanes
ROW Alignment - Segment A

ALTERNATIVE 3 – North Running LRT – 3 or 4 traffic lanes

Potential – 3 Lanes

Potential – 4 Lanes

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ROW Alignment - Segment B

ALTERNATIVE 1 – Centre Running LRT
ROW Alignment - Segment B

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ALTERNATIVE 2 – North Running LRT
ROW Alignment - Segment C

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ALTERNATIVE 1 – Centre Running LRT

Potential 104 Avenue / 124 Street Station

Potential 118 Street / 104 Avenue Station
ROW Alignment - Segment C

ALTERNATIVE 2 – North Running LRT

Potential 104 Avenue / 124 Street Station
Proposed New Roadway
Potential 118 Street / 194 Avenue Station
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 alternative?*
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:
  – Stony Plain Road / 149 Street Station
  – Stony Plain Road / 142 Street Station
  – Glenora Station
  – 104 Avenue / 124 Street Station
  – 104 Avenue / 118 Street Station
ALTERNATIVE 1

Potential SPR / 142 Street Station

ALTERNATIVE 2 – 4 traffic lanes

Potential SPR / 142 Street Station
Stony Plain Road / 142 Street Station

ALTERNATIVE 3 – North Running LRT – 3 or 4 traffic lanes
Glenora Station

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ADDITIONAL ALTERNATIVE – Centre Running LRT
Glenora Station

ALTERNATIVE 2 – New Proposed Station – North Running LRT
124 Street Station

Potential 104 Avenue / 124 Street Station

124 Street
118 Street Station

Potential 118 Street / 104 Avenue Station

118 Street
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)
West LRT
Stony Plain Road from 149 Str. to 124 Str.

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Break
West LRT
Stony Plain Road from 149 Str. to 124 Str.

Session #3

Neighbourhood and Business Access
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 (like Stony Plain Road)
- Traffic signals will be located on major roads to facilitate LRT movement
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

ACCESS

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

ALTERNATIVE 1 – Centre Running LRT - 2 traffic lanes
Neighbourhood and Business Access – Segment A

ALTERNATIVE 2 – Centre Running LRT – 4 traffic lanes

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Neighbourhood and Business Access – Segment A

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ALTERNATIVE 3 – North Running LRT – 3 or 4 traffic lanes
Neighbourhood and Business Access – Segment B

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ALTERNATIVE 1 – Centre Running LRT
Neighbourhood and Business Access – Segment C

ALTERNATIVE 1 – Centre Running LRT
Neighbourhood and Business Access – Segment C

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ALTERNATIVE 2 – North Running LRT
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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Wrap Up

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- Technical Studies
- Recommended Concept Plan
- Public Input
- Overall LRT Network
# LRT Workshop Session Schedule

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Next Steps

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Alignment Selection | Alignment Definition | Reporting

MAY

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

SEP

NOV

DEC