West LRT Workshop Session

Welcome

Stony Plain Road / 124 Street to 104 Avenue / 109 Street

May 13, 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 / 124 Street to 104 Avenue / 109 Street segment
- To collect comments from participants
## LRT Workshop Session Schedule

**West LRT**

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**Southeast 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
West LRT
Stony Plain Road / 124 Street to 104 Avenue / 109 Street

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?

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

LEVEL OF DETAIL

Project Turnover

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?

Alignment Selection

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

Alignment Definition

- MAY
- SEP
- NOV
- DEC

Reporting

- Stars indicate key events or milestones.

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LRT Network

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Southeast and West LRT Corridors

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AREA WE ARE FOCUSING ON TONIGHT
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
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: Westmount

Segment B: Oliver

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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?*
ROW Alignment - Segment A

ALTERNATIVE 1 – Centre Running LRT
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?
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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:

– 104 Avenue / 124 Street Station
– 104 Avenue / 118 Street Station
– 104 Avenue / 112 Street Station
124 Street Station

Potential 104 Avenue / 124 Street Station

124 Street
118 Street Station

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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)
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Break
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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 (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

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

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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

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• Fill out Questionnaires
• Attend other workshops
• Presentation available on website
  
  www.edmonton.ca/LRTProjects
Wrap Up

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Diagram:
- Technical Studies
- Recommended Concept Plan
- Public Input
- Overall LRT Network
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Next Steps

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- Information Sessions
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Reporting

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Thank you!