



25 Avenue S.E. / LRT Grade Separation Study

Welcome

The City of Calgary is conducting a functional planning study of the crossing of 25 Avenue S.E. and the Red Line LRT tracks located just east of Macleod Trail.

At this open house, you will be able to:

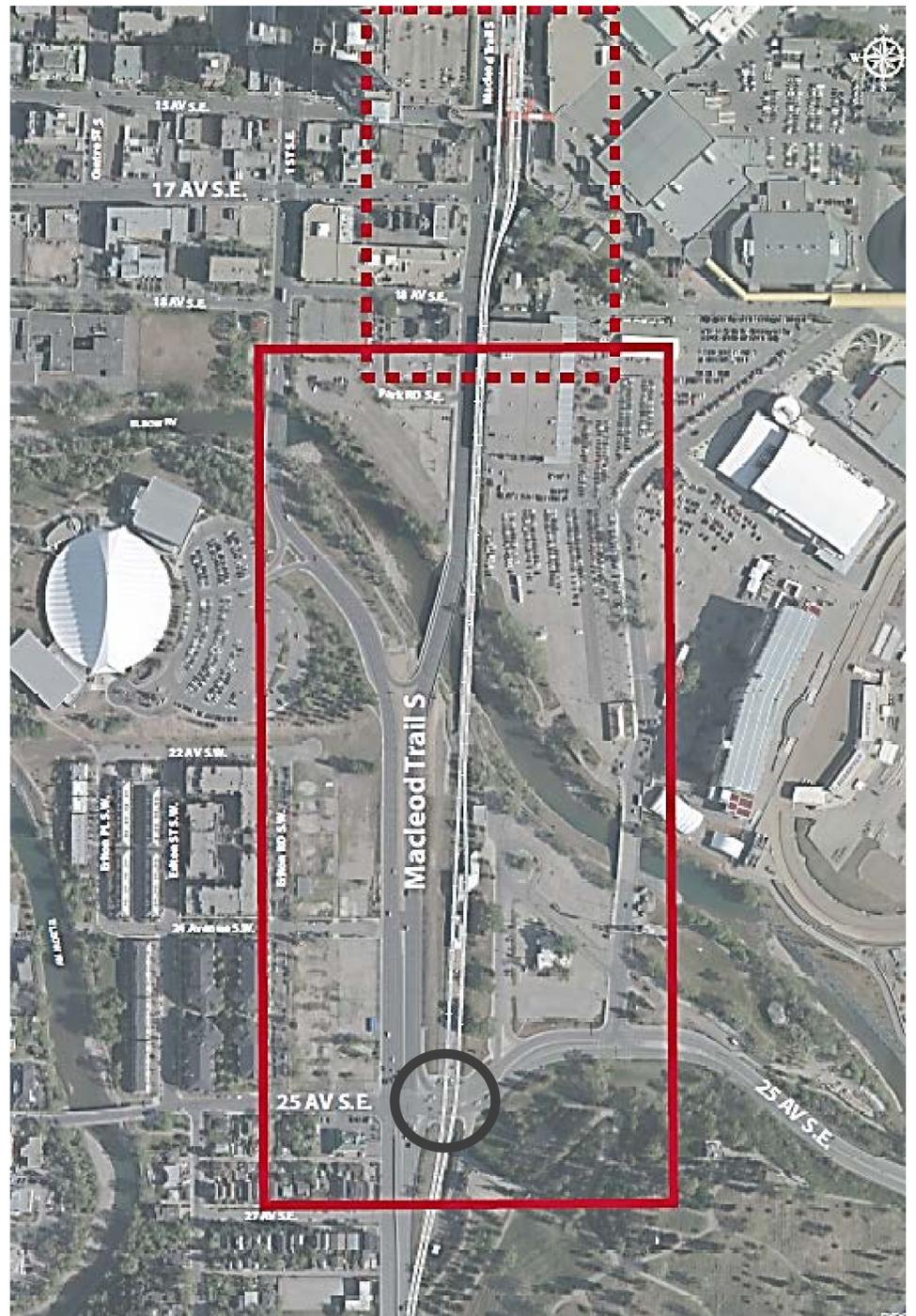
- Learn about the results of Phase One engagement
- Learn about the preliminary concepts
- Share your feedback on the preliminary concepts

Please review the presentation boards and provide your feedback. The project team is happy to answer any questions you have.

Study objectives

This study will provide future recommendations that will:

- I. Grade separate the Red Line LRT tracks from 25 Avenue S.E.;
- II. Provide access for people walking, biking, driving and taking transit to key destinations in the study area; and
- III. Identify short and long term improvements to operational and safety concerns within the study area.



Legend

- ■ ■ 17 Avenue S.E. / Stampede Crossing Project (by Calgary Transit)
- 25 Avenue S.E. / LRT Grade Separation Study
- Existing At-Grade Crossing

Currently no funding is available for the construction of the final plan.

What we heard in Phase One

In Phase One we asked participants to identify the current issues and concerns they have within the study area and how they would like to participate in the study. This is what we heard.



263 participants

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511 ideas and concerns shared

Community priorities:

- Pedestrian accommodation, such as new or improved pedestrian infrastructure
- Improved vehicle travel times including looking at the signal timing and dedicated turn lanes
- Bicycle accommodation, such as new infrastructure or improvements that enhance cycling
- Public transit
- Revitalization of the community



Open house activities

The three preliminary concepts presented today were developed based on the study objectives and public feedback received during Phase One.

At this stage of the study, we are looking for feedback regarding the general idea of the concept and how well it meets the community priorities identified in Phase One.

The three concepts are presented around the room. Feel free to review the concepts in any order that you would like. Please consider the following as you provide feedback on the concepts:

- This concept meets or does not meet the communities' priorities because...
- This concept meets or does not meet my needs because...

Don't forget to fill out the **comment form** before you leave. Your feedback will be used to help identify the preferred concept and ways in which we can improve it.



Concept development

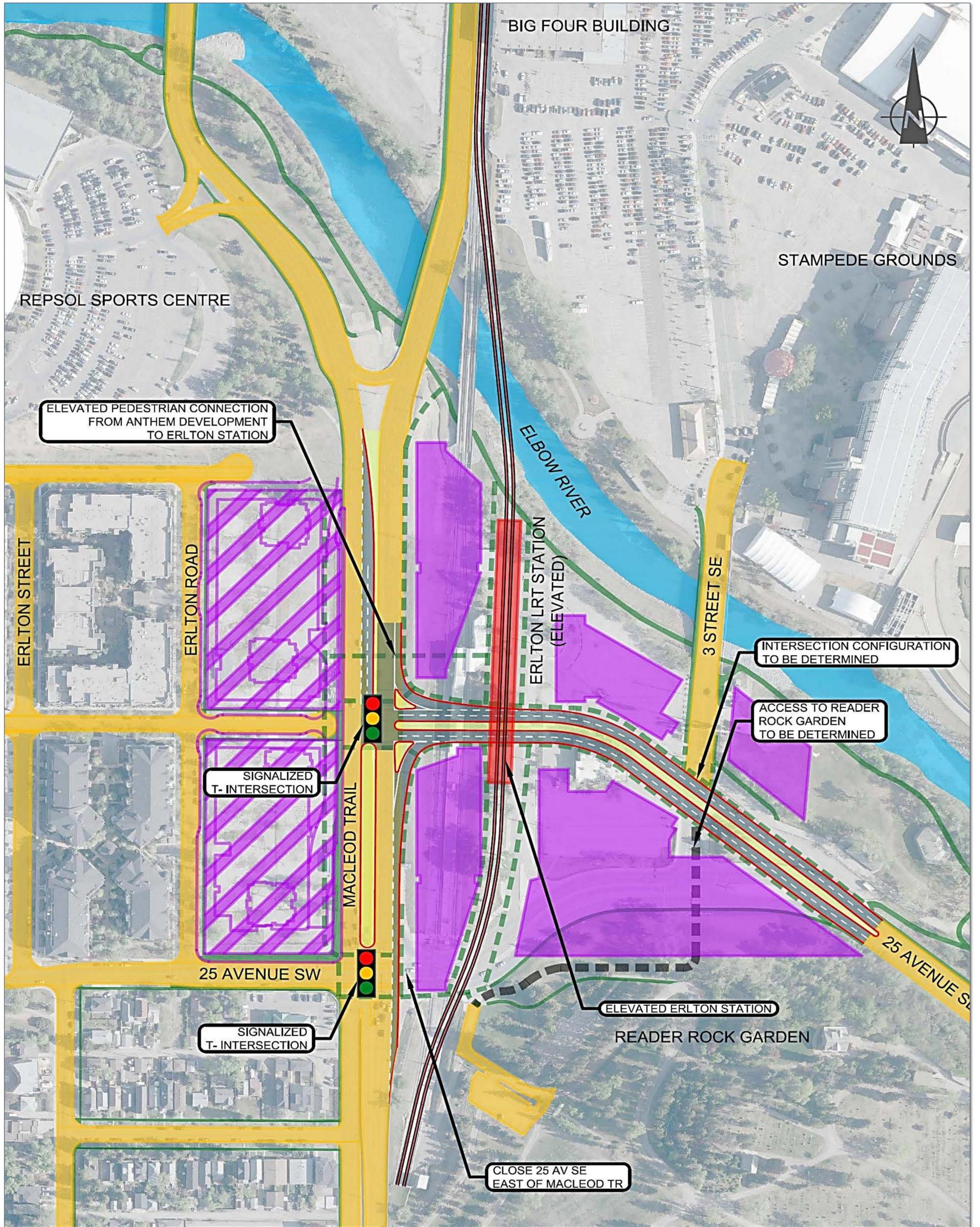
The following boards show three preliminary concepts being considered for the study area. They are based on these core ideas:

- Concept A – LRT elevated above 25 Avenue S.E.
- Concept B – 25 Avenue S.E. elevated by ramps above the LRT
- Concept C - 25 Avenue S.E. and the LRT tracks stay at-grade

Other considerations:

- 17 Avenue S.E. / Stampede crossing project
- Relocation of LRT storage track from Victoria Park Station to the study area
- Major utilities in the study area
- Floodway/floodplain regulations

Concept A – elevated LRT station



LEGEND

	EXISTING ROAD (TO REMAIN)		ANTHEM DEVELOPMENT		EXISTING SIDEWALK/ PATHWAYS		ROAD CLOSURE
	ROAD WORK		POTENTIAL DEVELOPMENT		PROPOSED SIDEWALK/ PATHWAYS		
	PROPOSED LRT		EXISTING LRT STATION (TO REMAIN)		ELBOW RIVER		

Concept A – elevated LRT station

This concept elevates the LRT tracks as they come out of the existing tunnel. Erlton Station is elevated. A new LRT bridge is built over the Elbow River. All roadways remain at-grade. The east leg of 25 Avenue S. is relocated north of the existing intersection at Macleod Trail.

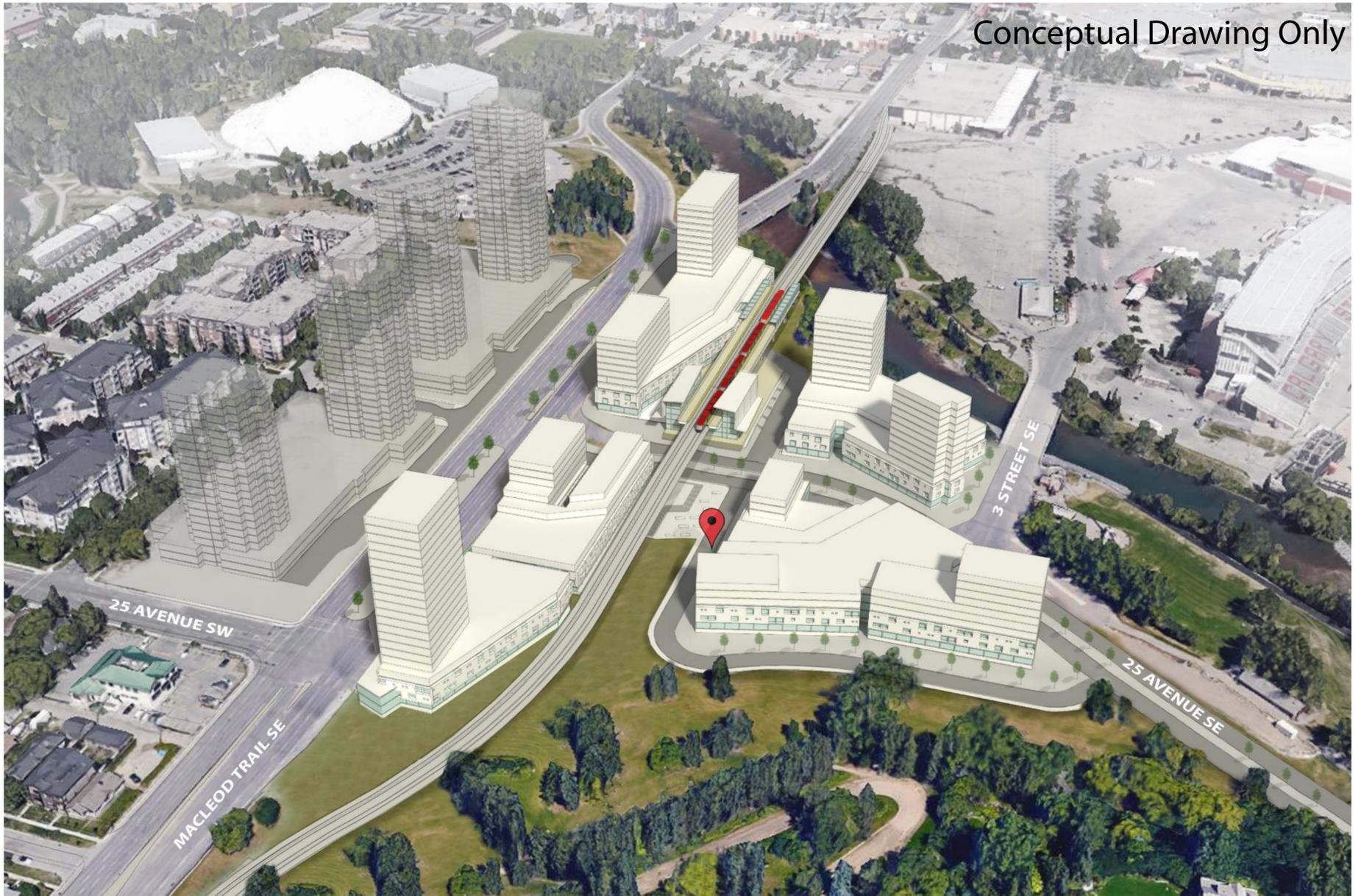
Benefits:

-  At-grade pedestrian crossing time is optimized
-  Pathway to connect the Elbow River pathway to Reader Rock Garden
-  No LRT and vehicle conflict at Macleod Trail and 25 Avenue S.E.
-  Accommodates pedestrian bridge from the Anthem development

Trade-offs:

-  Stairs / ramps / elevators required to access LRT station
-  Slightly increased travel distance for vehicles travelling 25 Avenue S.
-  Slower trains due to curved and elevated LRT tracks
-  Major disruptions to LRT service during construction
-  Land development is impeded until rail and road realignment are complete
-  Elevated LRT station and track re-build is expensive
-  This is the most expensive concept

Concept A – elevated LRT station



Aerial view looking north



Pedestrian view looking north



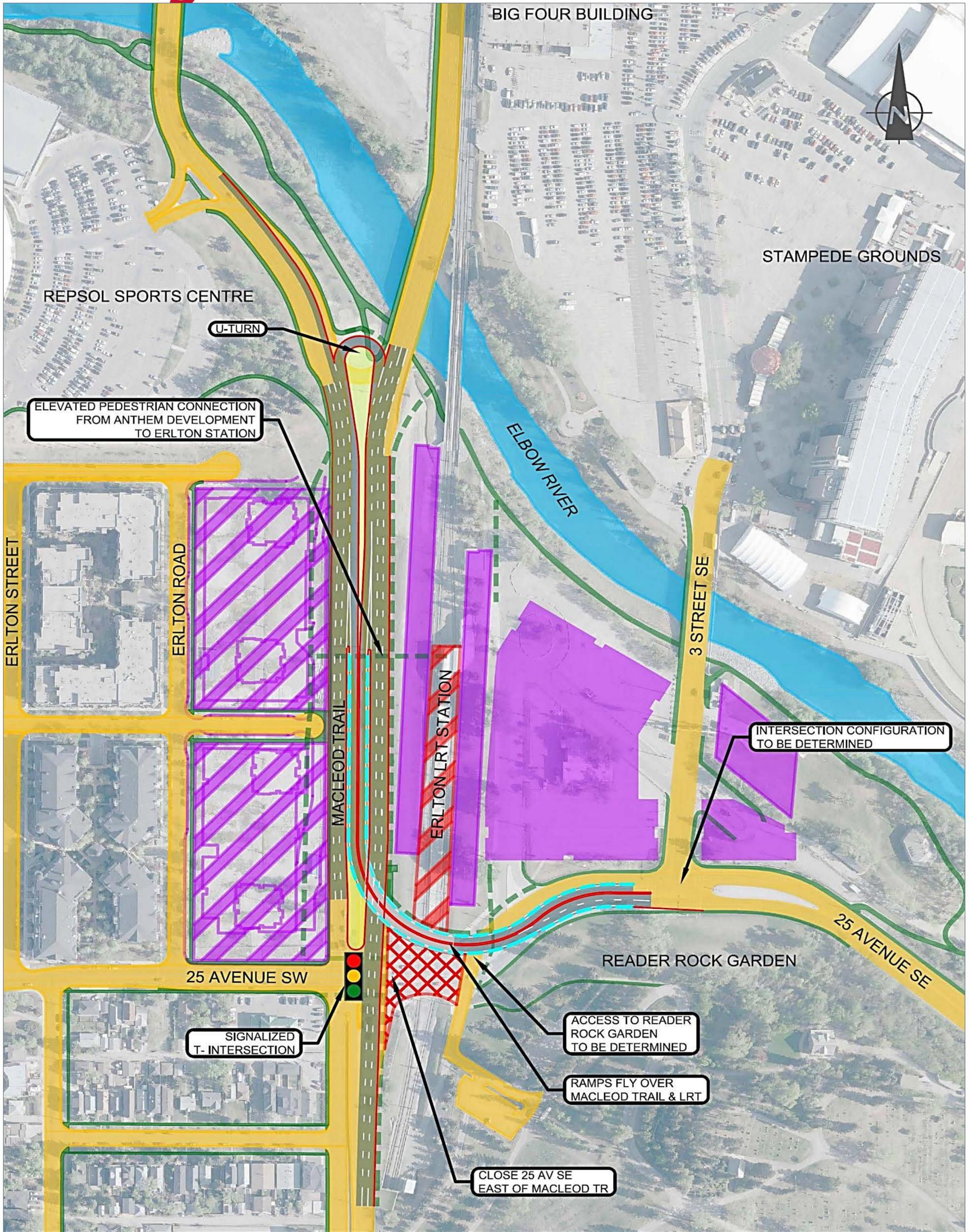
Concept A – elevated LRT station

Please share your thoughts on a sticky note below

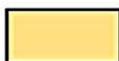
Meets communities' priorities	Does not meet communities' priorities
Meets my needs	Does not meet my needs



Concept B – median flyover to existing 25 Avenue S.



LEGEND

	EXISTING ROAD (TO REMAIN)		ANTHEM DEVELOPMENT		EXISTING SIDEWALK/ PATHWAYS		ROAD CLOSURE
	ROAD WORK		POTENTIAL DEVELOPMENT		PROPOSED SIDEWALK/ PATHWAYS		
	PROPOSED LRT		EXISTING LRT STATION (TO REMAIN)		ELBOW RIVER		

Concept B – median flyover to existing 25 Avenue S.

This concept does not move the LRT station and tracks. People driving on 25 Avenue S. must use ramps for certain movements (please refer to handout for details).

Benefits:

-  At-grade pedestrian crossing time is optimized
-  Pathway to connect the Elbow River pathway to Reader Rock Garden
-  Removes the LRT and vehicle conflict on Macleod Trail and 25 Avenue S.E.
-  Minimal disruption to LRT services
-  Land development can occur as opportunity arises
-  Least expensive concept
-  Can be constructed within the existing road right of way

Trade-offs:

-  Increased travel distance for vehicles travelling 25 Avenue S
-  Elevated ramps may impact development opportunities
-  Ramps are inconsistent with the characteristics of Macleod Trail as an Urban Boulevard
-  Ramps may conflict with the pedestrian bridge from the Anthem development



Pedestrian/bikes accommodation



Traffic flow



LRT operations

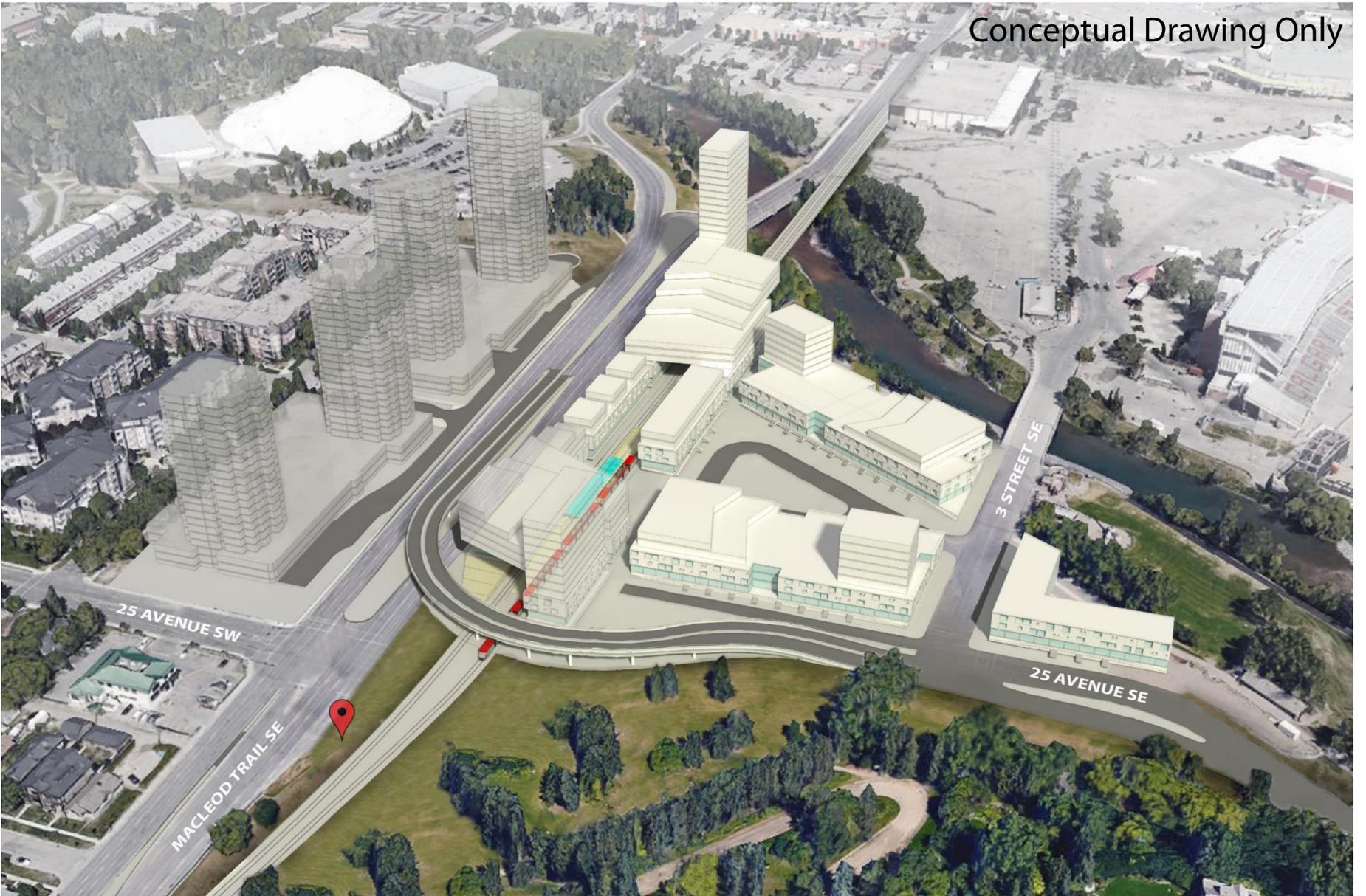


Redevelopment opportunities



Cost & constructability

Concept B – median Flyover to existing 25 Avenue S.



Aerial view looking north



Pedestrian view looking north

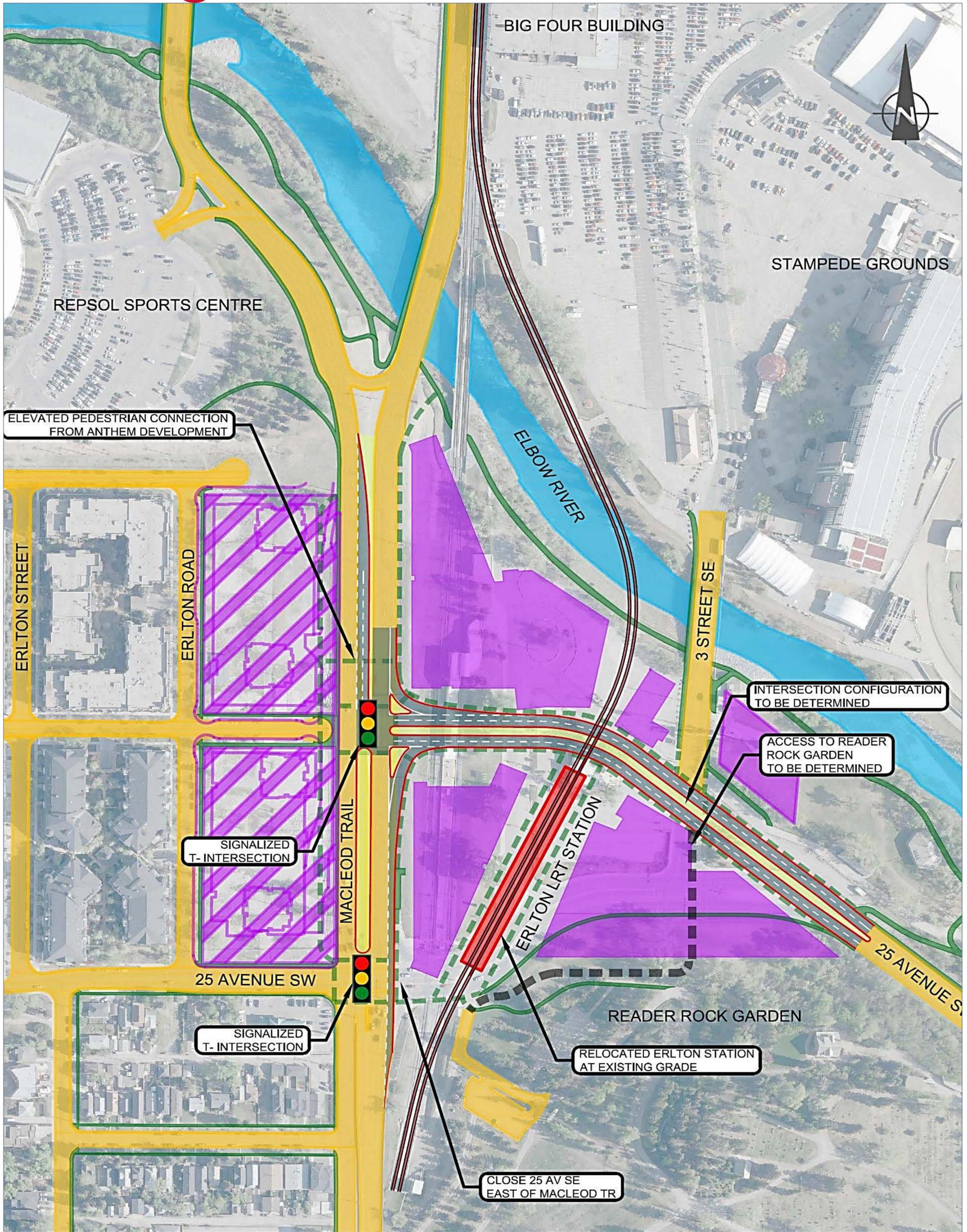


Concept B – median Flyover to existing 25 Avenue S.

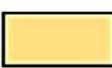
Please share your thoughts on a sticky note below

Meets communities' priorities	Does not meet communities' priorities
Meets my needs	Does not meet my needs

Concept C – relocated at grade crossing



LEGEND

	EXISTING ROAD (TO REMAIN)		ANTHEM DEVELOPMENT		EXISTING SIDEWALK/ PATHWAYS		ROAD CLOSURE
	ROAD WORK		POTENTIAL DEVELOPMENT		PROPOSED SIDEWALK/ PATHWAYS		
	PROPOSED LRT		EXISTING LRT STATION (TO REMAIN)		ELBOW RIVER		

Concept C – relocated at-grade crossing

This concept leaves the LRT tracks and roads at-grade. Moving the LRT tracks to the east, eliminates traffic signal delays at 25 Avenue S.E. and Macleod Trail. The east leg of 25 Avenue S. and Erilton Station are relocated. A new LRT bridge over the Elbow River is required.

Benefits:

-  At-grade pedestrian crossing time is optimized
-  Pathway to connect the Elbow River pathway to Reader Rock Garden
-  Removes the LRT and vehicle conflict on 25 Avenue S.E. and Macleod Trail
-  Less expensive concept than elevating the LRT

Trade-offs:

-  An at-grade LRT crossing on 25 Avenue S.E.
-  Slower trains due to curved LRT tracks
-  Curved LRT tracks require more maintenance
-  Major disruptions to LRT service during construction
-  Redevelopment cannot occur until the rail and road are built



Concept C – relocated at grade crossing



Aerial view looking north



Pedestrian view looking north



Concept C – relocated at grade crossing

Please share your thoughts on a sticky note below

Meets communities' priorities	Does not meet communities' priorities
Meets my needs	Does not meet my needs



Idea not moving forward

Idea we heard

A tunnel for the LRT from Cemetery Hill to north of the Elbow River.

We heard that this would improve traffic flow by separating the LRT from 25 Avenue S.E.

Why it's not moving forward:

- Construction of a tunnel would cause major long term disruption to LRT service and traffic flow.
- Tunnels are costly to construct and maintain.
 - Flood protection and mitigation for a tunnel is expensive to build and maintain.
 - The operational and safety issues within the study area can be addressed by the other concepts presented, and will cost less to construct.
 - The infrastructure costs for LRT construction per kilometer range from:

LRT at ground level	\$40 million to \$50 million
LRT above ground	\$50 million to \$100 million
LRT underground	\$200 million to \$250 million

- These costs include the LRT track, guideways for the track and tunnelling. They do not include the cost of bridge structures or LRT stations.



Next Steps

Based on the feedback received through the engagement opportunities, the project team will identify a preferred concept.

Over the summer, the technical team will develop a preferred concept in more detail. A preferred concept will be presented to the public in the fall.

Have more to say about the concepts?

The online survey is open until June 7 at

calgary.ca/25AveStudy

For ongoing project updates, information regarding future engagement events, or to sign up for email updates please visit Calgary.ca/25AveStudy.

Thank you for coming!