

Centre Street N - Potential Configuration

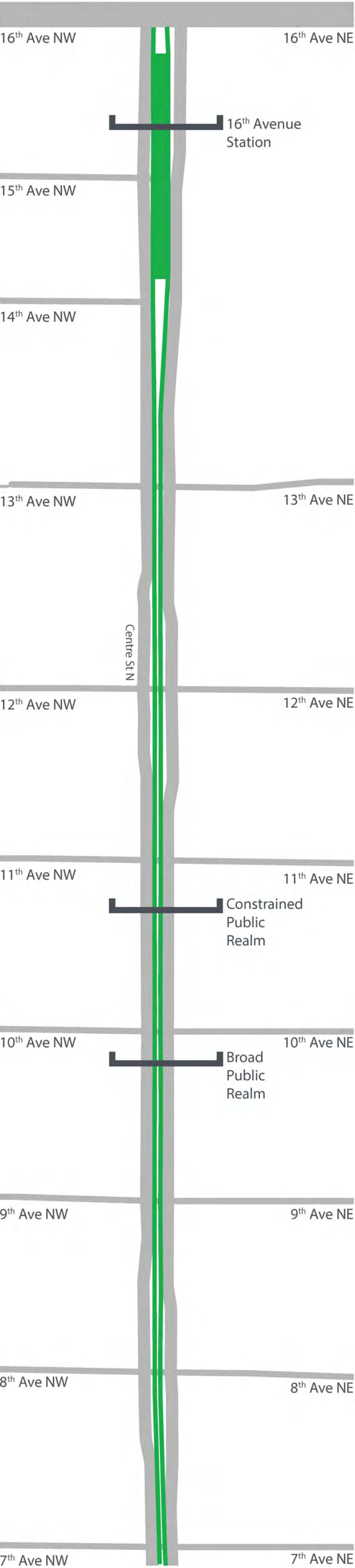
Typical Cross Sections

The following cross sections and schematic plan views illustrate the opportunities for public realm and urban condition improvements along Centre Street North Line with the Green Line running in the centre of the roadway. Since the available road right-of-way varies along Centre Street, we have shown examples of how the street might look in broad public realm and constrained public realm.

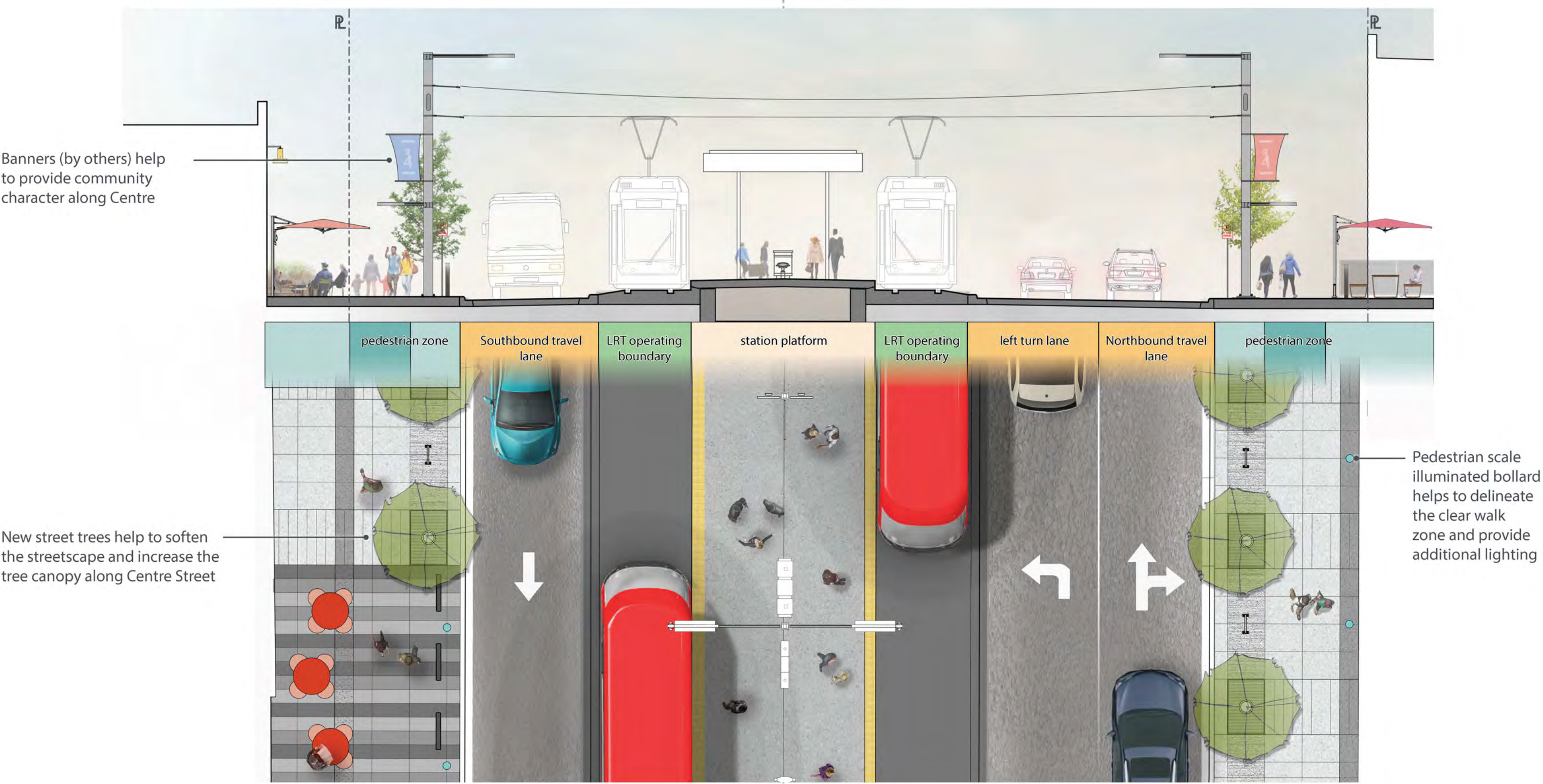
Legend

- LRT & public realm integration with adjacent development
- pedestrian zone
- clear walk zone
- travel lane
- LRT operating boundary
- station platform

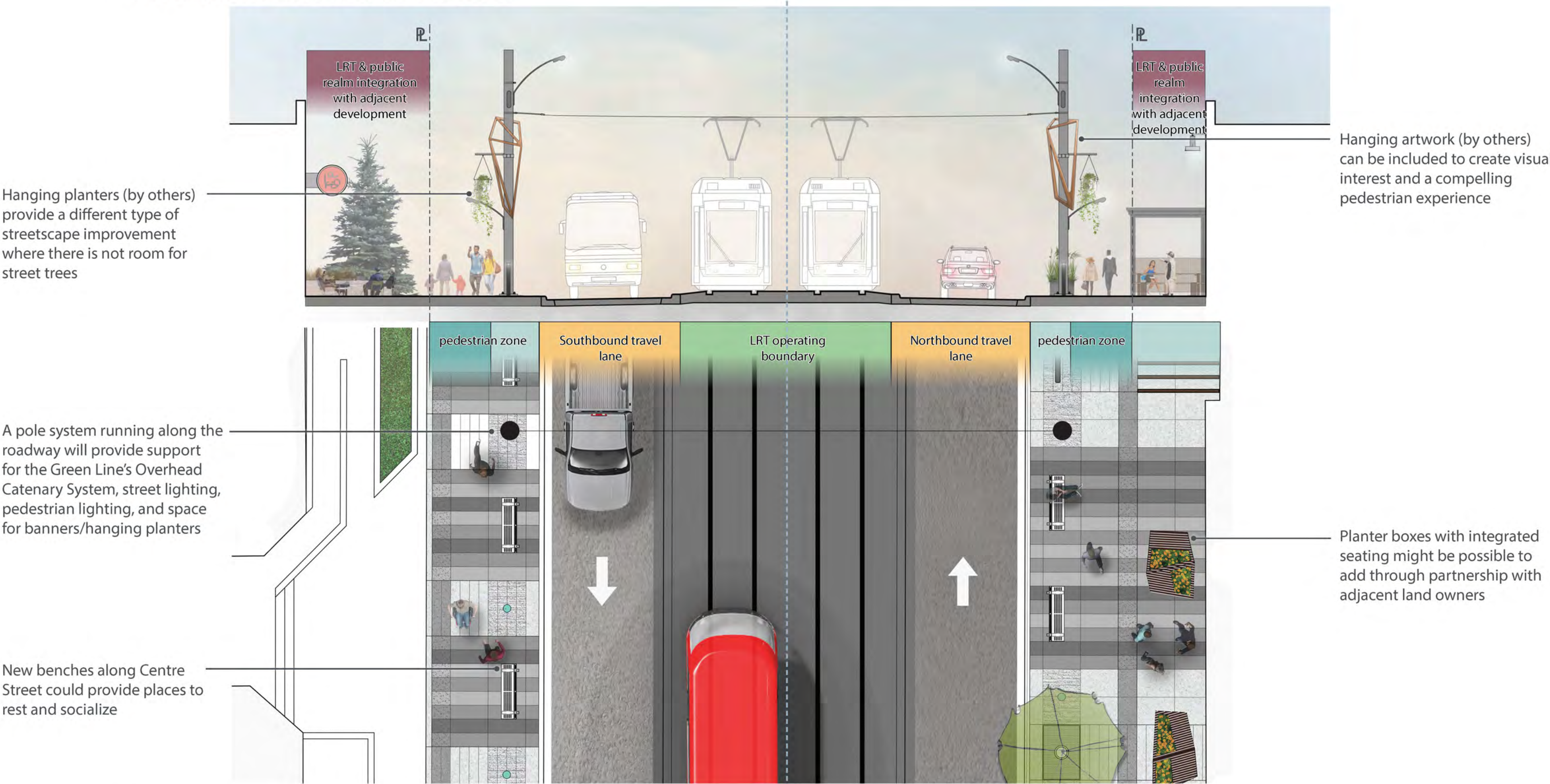
Key Plan



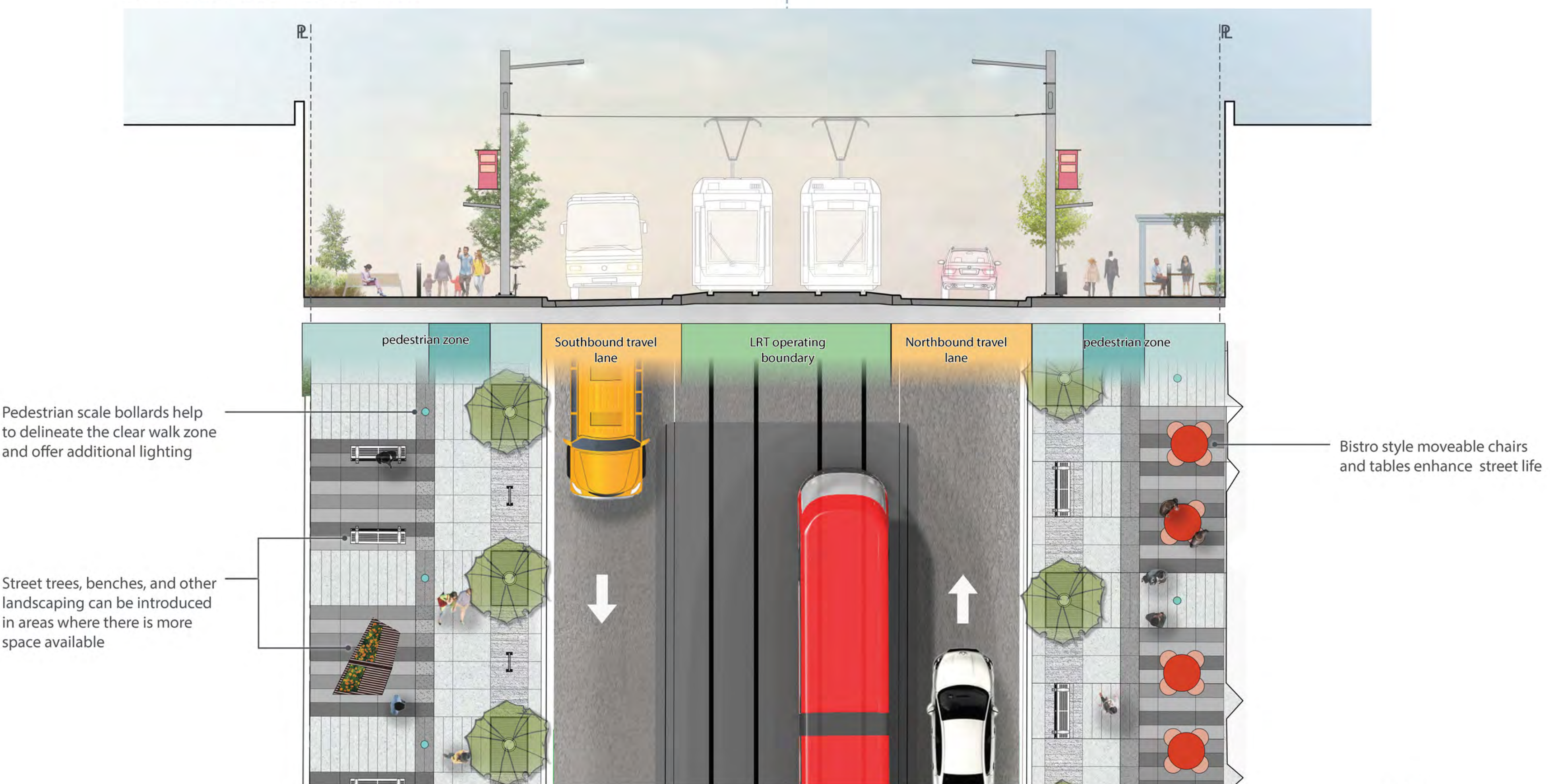
16th Avenue Station



Constrained Public Realm



Broad Public Realm



Potential Centre Street N Configuration



Centre Street N - Centre Running Track at 16th Avenue Station Looking South



Centre Street N - Centre Running Track at Constrained Section Looking South



Centre Street N - Centre Running Track at Tigerstadt Block Looking South

Centre Street North

* What we’re still exploring

We are exploring three different alternatives for Centre Street N.

We will be evaluating these alternatives in order to develop a final recommendation for Centre Street N.

(See the “How we are evaluating” board for more information.)

Alternatives

	What we’re exploring	Why we’re exploring it
Side-running LRT	We are reviewing the placement of LRT along the curb side lanes of the roadway.	This configuration provides for different benefits and tradeoffs between modes of transportation and property requirements.
Turn movements	We are reviewing different options to accommodate left and right turn movements onto and off of Centre Street for people who drive.	There are a number of different options for accommodating turn movements that have different tradeoffs and requirements.
9 Avenue N Station	We are reviewing if a 9 Avenue N Station could be included as part of the Green Line project.	We have heard stakeholder feedback that is both supportive of and opposed to a 9 Avenue N Station. There are benefits and tradeoffs to this decision.

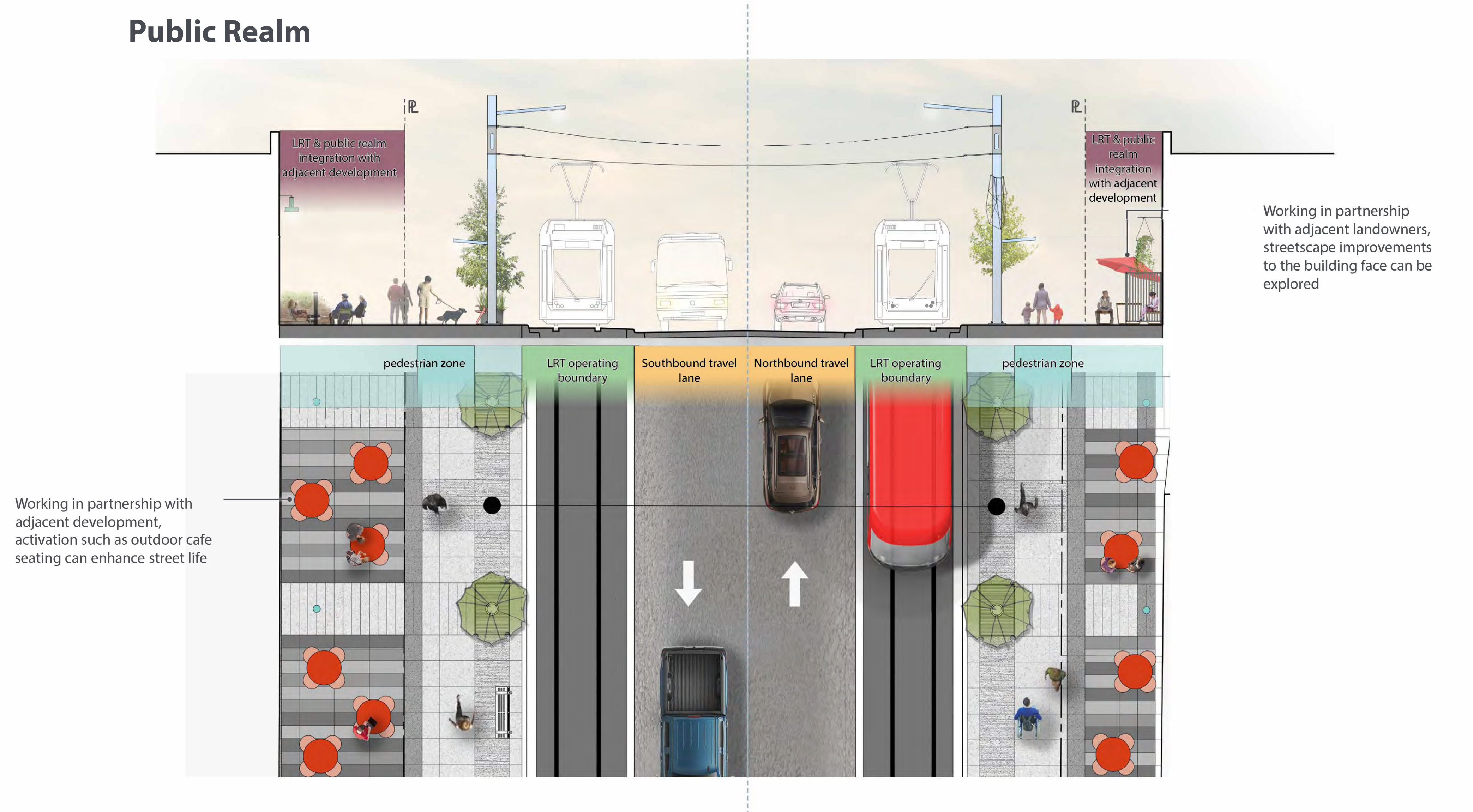
Centre Street North

* What we're still exploring: Side-running

We are exploring having the LRT run along each side of the road. This has different tradeoffs for access and circulation, property requirements, LRT operations, project cost, and urban realm opportunities.

The cross section and rendering below provide an example of what the side-running configuration might look like.

Typical cross section



Rendering

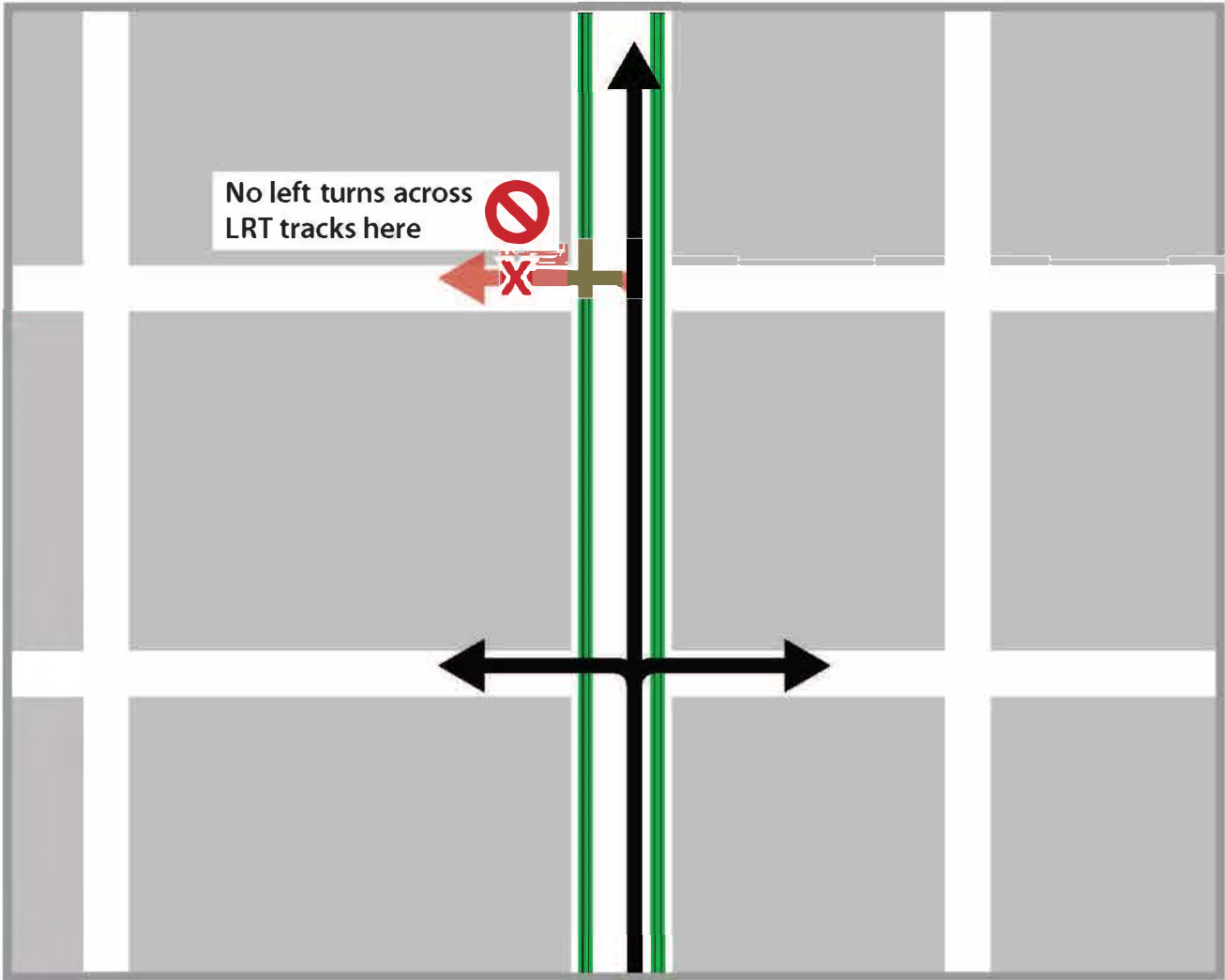


Centre Street North

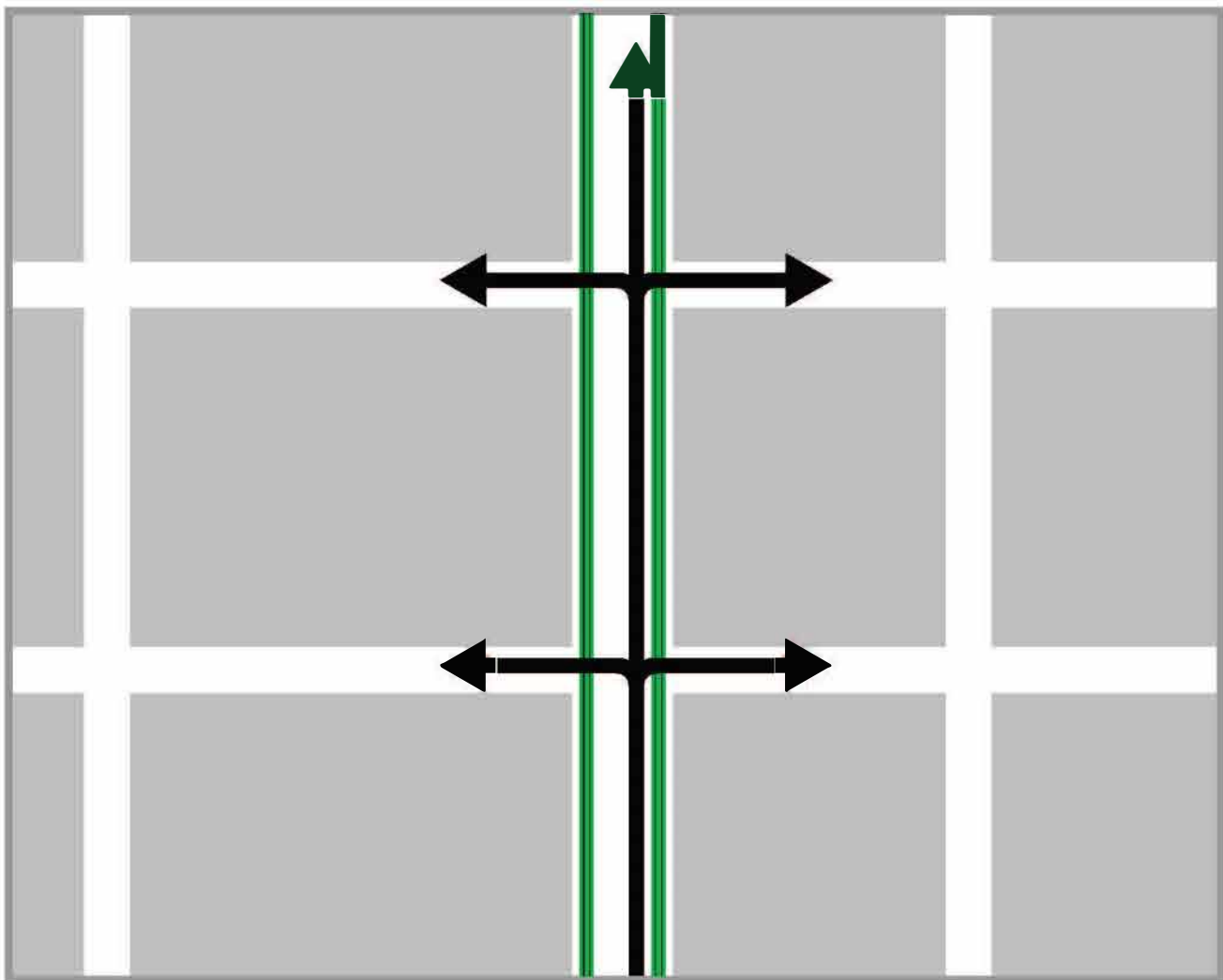
* What we're still exploring: Turn movements

Access in to and out of the avenues between 7 Avenue N and 15 Avenue N will change with the introduction of the Green Line at grade. This includes the reduction of motor vehicles lanes from four lanes down to two lanes in all alternatives being considered.

We are still exploring how to best accommodate left and right turns on to and off of Centre Street N. Possible turning arrangements are shown below.

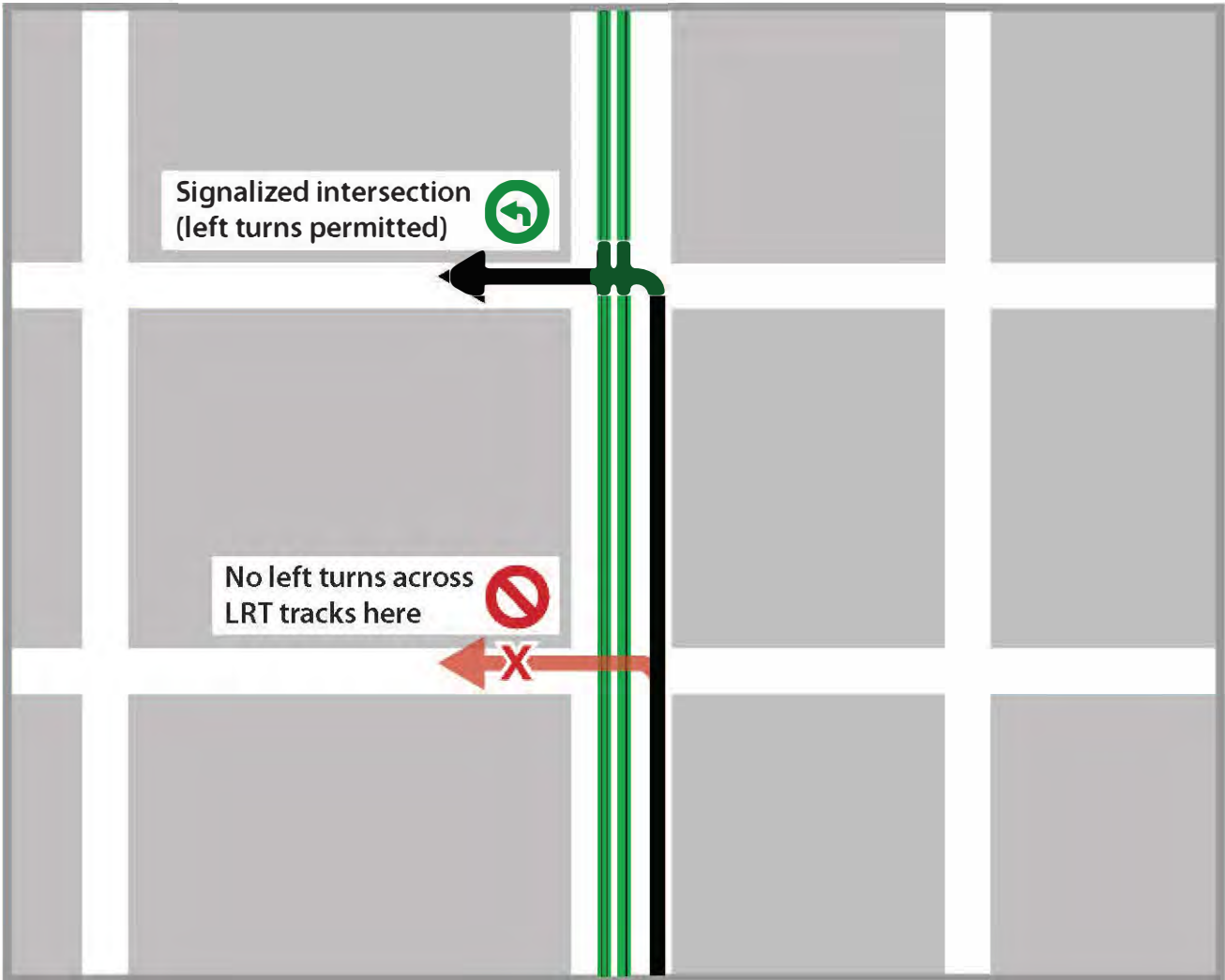


TURNS PERMITTED AT SIGNALIZED INTERSECTIONS ONLY

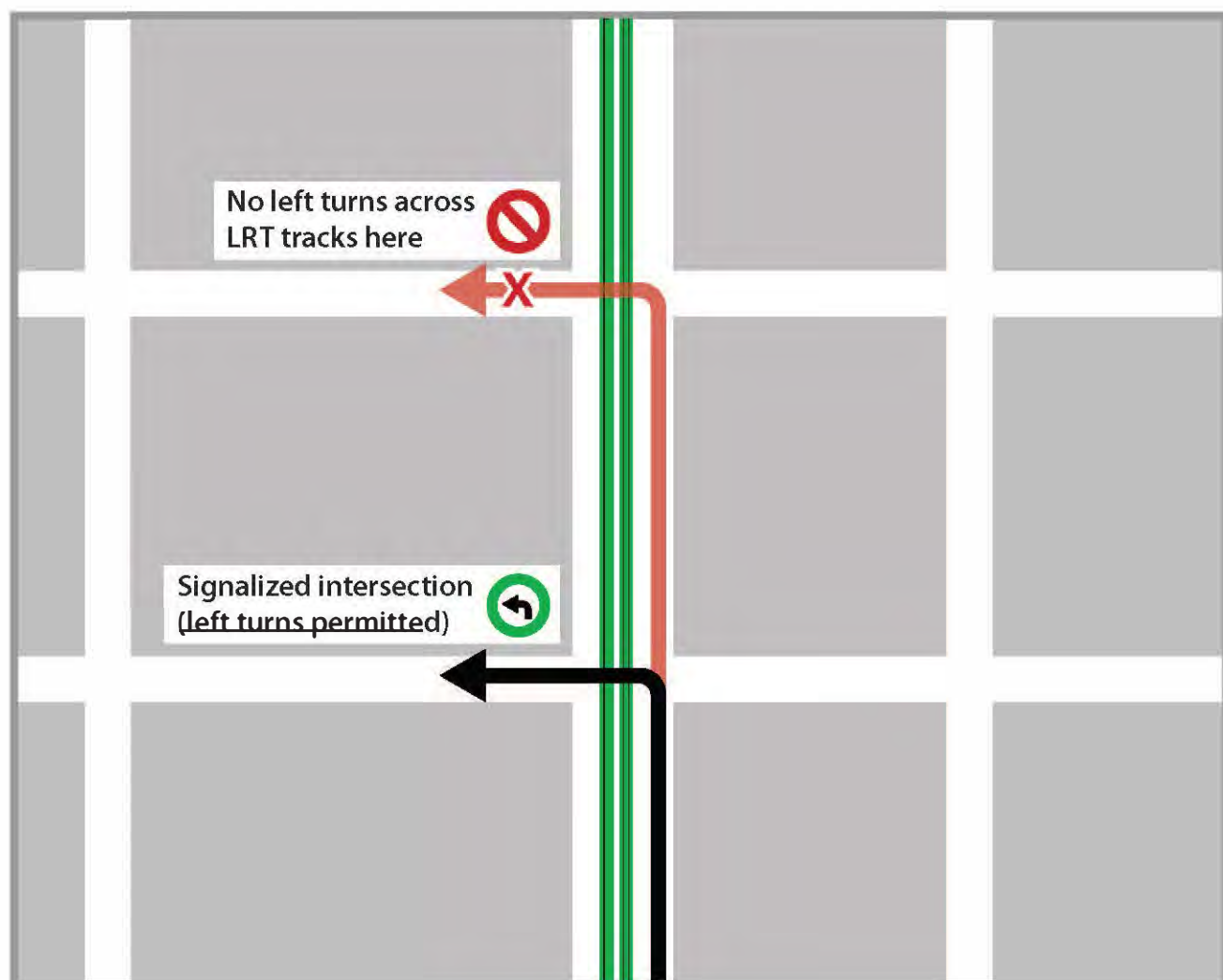


TURNS PERMITTED AT SIGNALIZED AND UNSIGNALIZED INTERSECTIONS

Dependent on the configuration, left turns could be made either at signalized intersections only or at all intersections along Centre Street N.



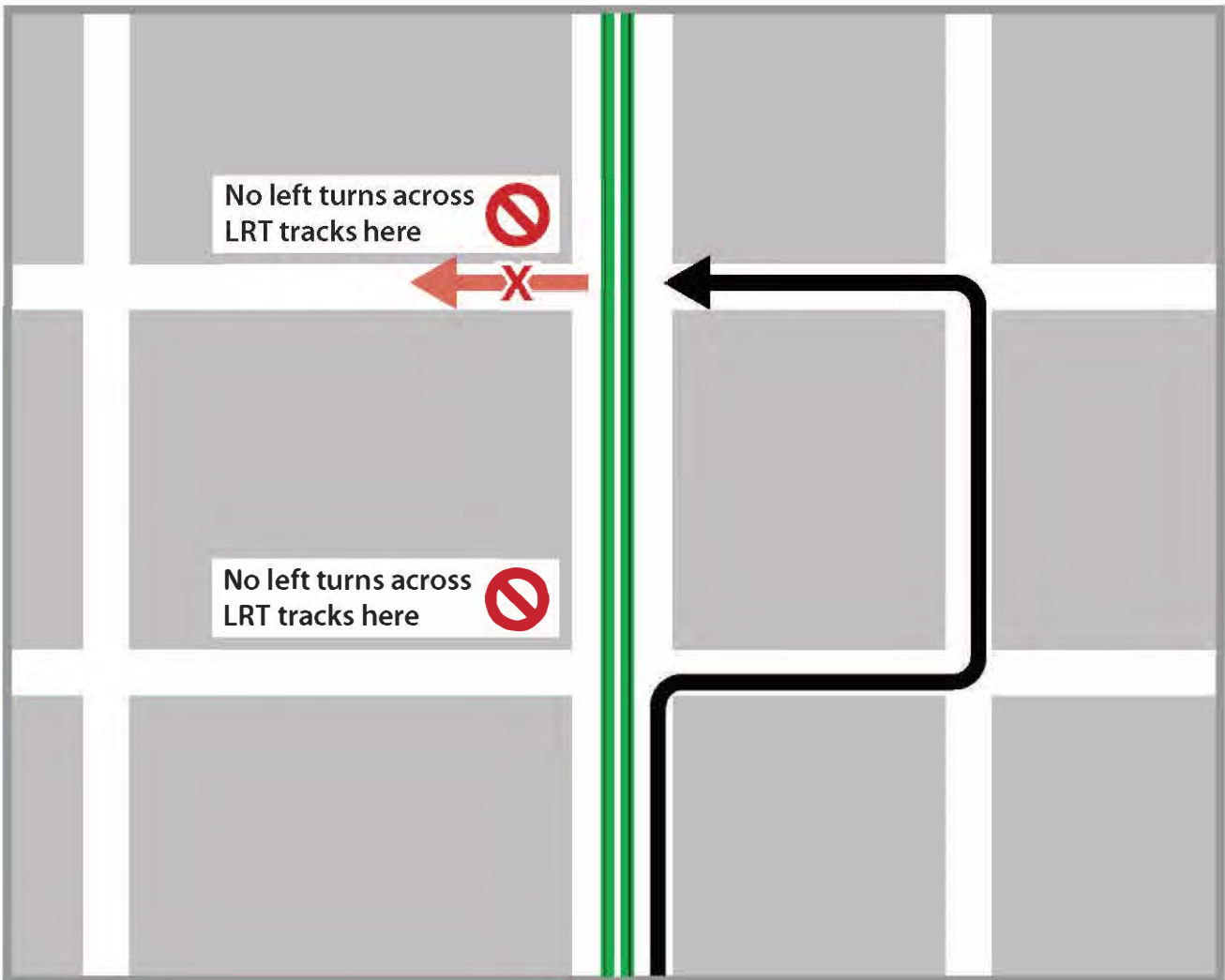
REROUTE AFTER "NO LEFT TURN"



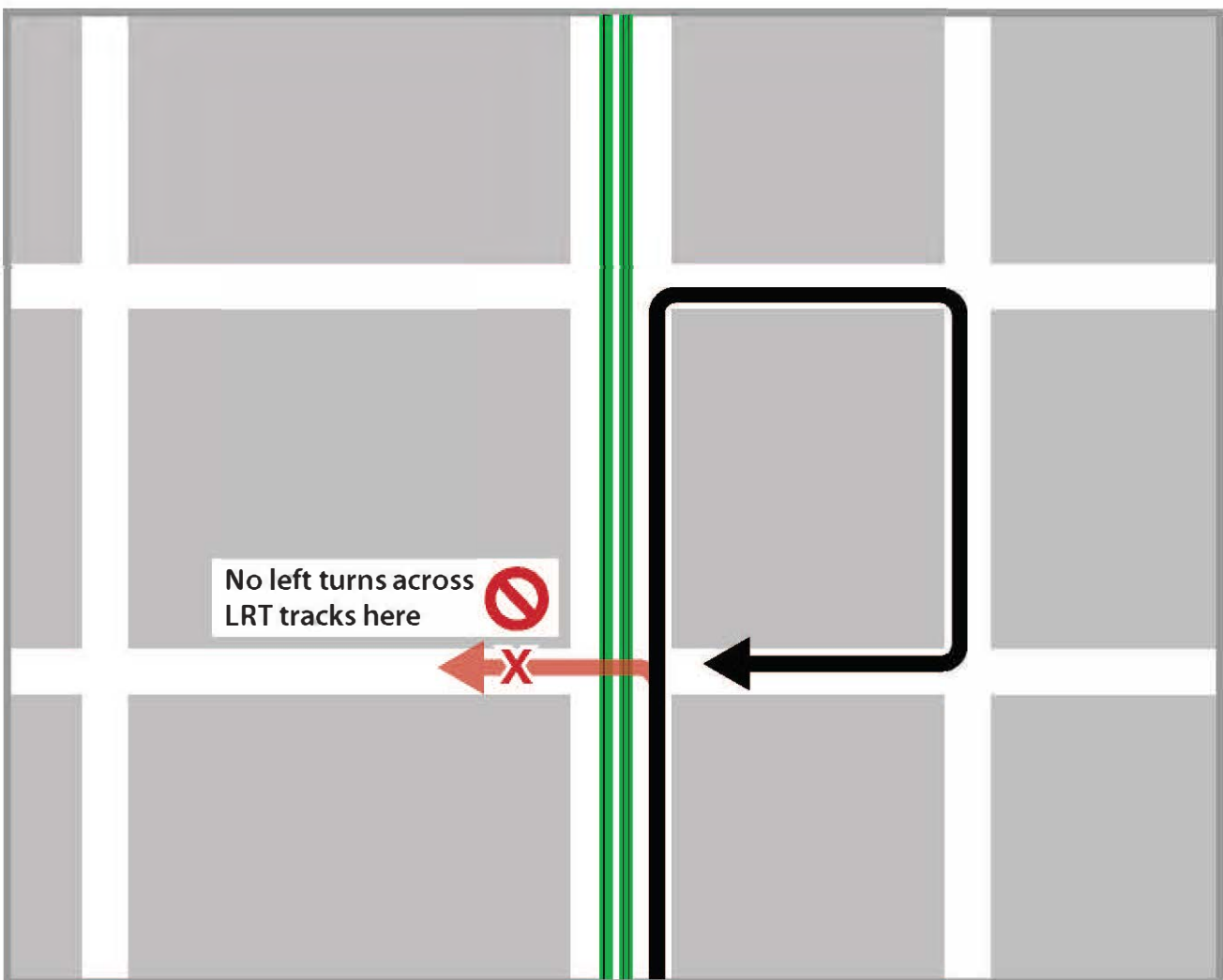
REROUTE BEFORE "NO LEFT TURN"

Dependent on the configuration, left turns across the LRT tracks may be restricted to only occur at specific locations.

If this occurs, left turning movements would be rerouted as shown.



"RIGHT-LEFT-LEFT" TURNS



THREE RIGHT TURNS

Left turns may also be restricted entirely. This would be considered during rush hours only or at all hours of the day.

If this occurs, the movement can still be made by making multiple turns as shown.

Centre Street North

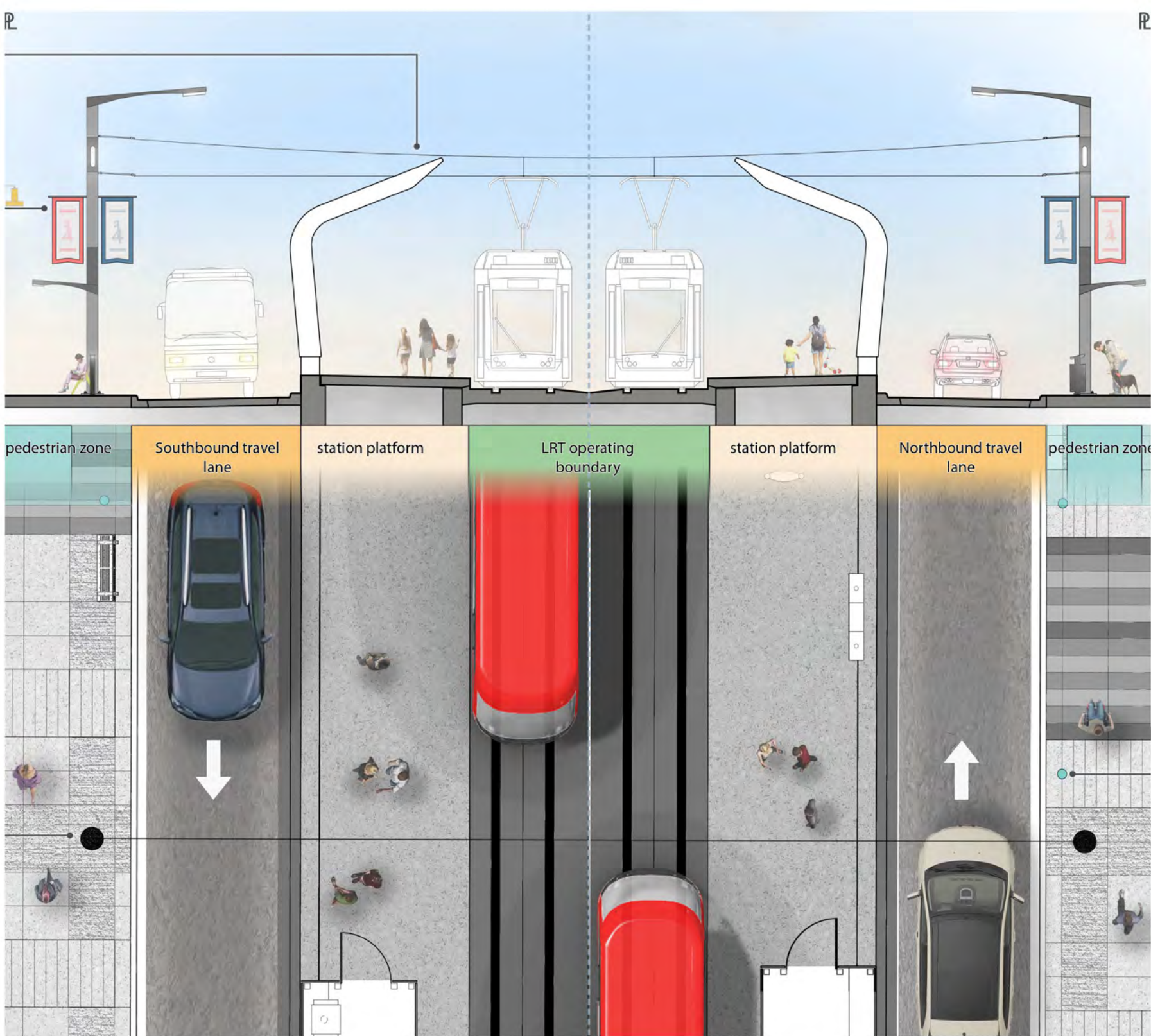
* What we're still exploring: 9 Avenue N Station

We are exploring a surface station at 9 Avenue N. This station could provide additional transit service to the Crescent Heights community and local businesses. Adding this station could also result in tradeoffs with respect to property requirements, LRT travel time, and project cost.

Cross sections and renderings below provide an example of how the 9 Avenue N station might look.

Centre-running

Cross section

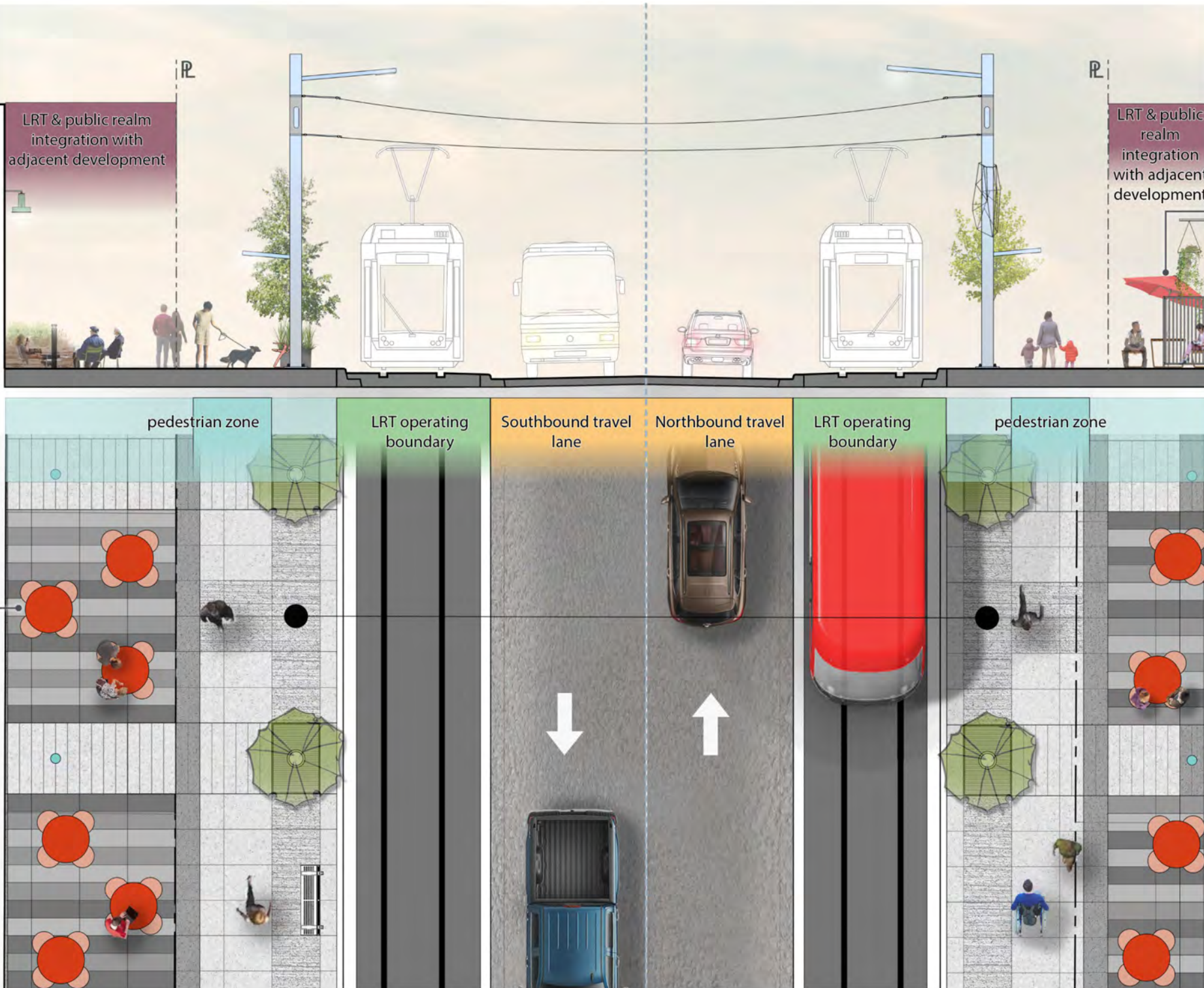


Rendering



Side-running

Cross section



Rendering



How are we evaluating?

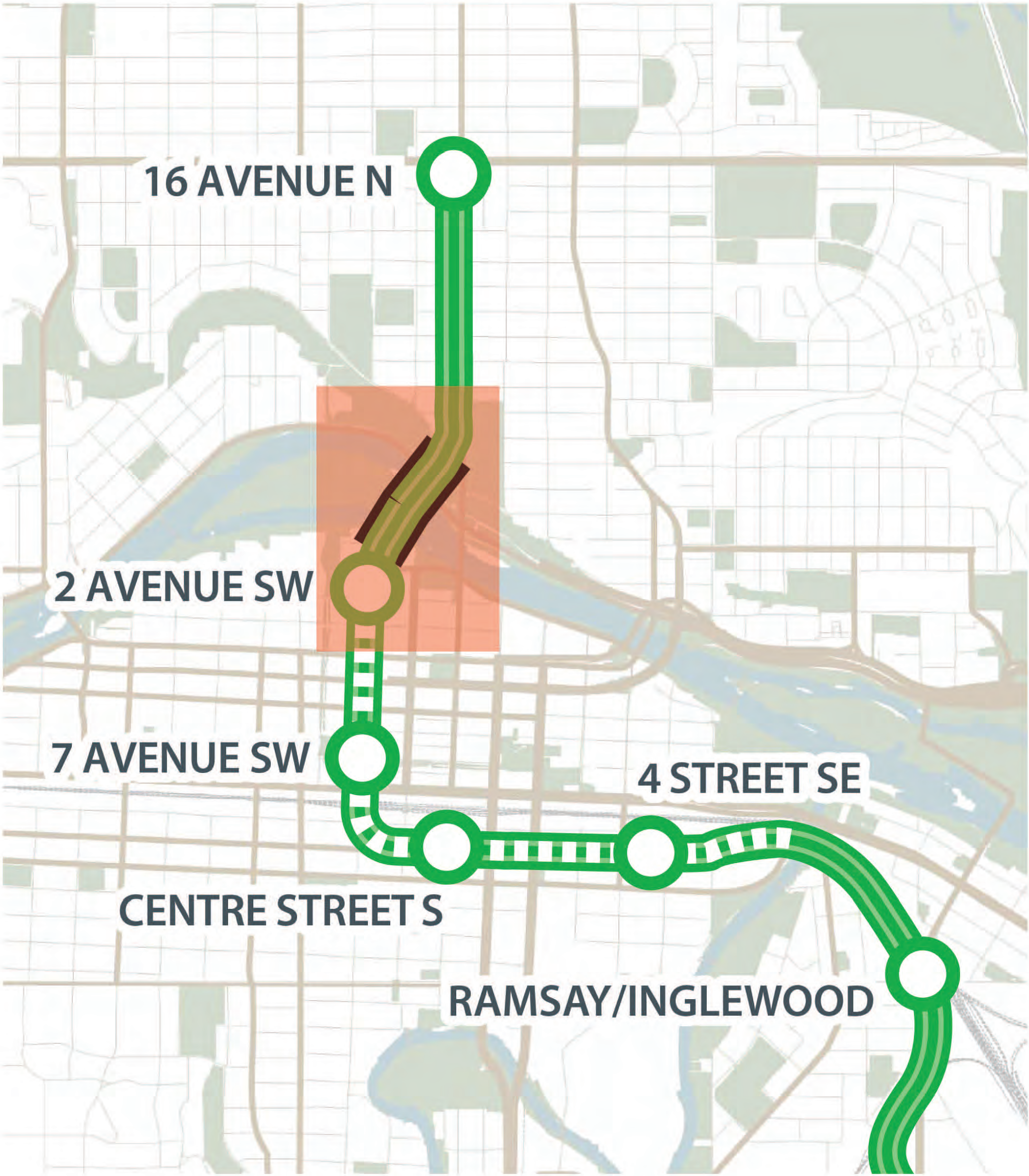
Our exploration process of these alternatives will conclude with a multiple account evaluation process that considers a wide range of criteria. The accounts we are using for this process are summarized below.

Account	Description
<div></div> <div>Cost and value</div>	Comparison of capital, operational and maintenance cost, as well as overall value.
<div></div> <div>Risk and constructability</div>	Review of construction risk, and constructibility challenges.
<div></div> <div>Environmental</div>	Consideration of benefits/impacts to the environment.
<div></div> <div>Connects people to places</div>	Comparison of connection opportunities to key destinations.
<div></div> <div>Urban and regional development</div>	Assessment of how different options impact and enable existing and future development.
<div></div> <div>Improves mobility</div>	Comparison of affects to mobility, including pedestrians, cyclists, vehicles, bus, BRT, and LRT.
<div></div> <div>Stakeholder input</div>	Consideration of feedback from stakeholders.

Bow River Crossing

Stakeholder interests we’ve heard

- Preserve river pathway connectivity and enjoyment
- Minimize impacts to views
- Minimize impacts to adjacent residents
- Minimize environmental impacts
- Explore opportunity for multi-use pathway on bridge
- Minimize disruption to Prince’s Island Park (events, festivals, and community gatherings)



Planning & design objectives

- | | |
|---|---|
| <ul style="list-style-type: none"> • Provide continued functionality and experience of the river pathway and Prince’s Island Park • Minimize impacts to views • Incorporate flexibility for thoughtful bridge architecture options | <ul style="list-style-type: none"> • Minimize environmental impact • Mitigate construction impact to users of Prince’s Island Park and surrounding areas • Consider strengthened connectivity for people who walk and bike |
|---|---|