

Design Options Overview

Table 1: Design Option Comparison

	Option 1 (One-way WB, "Split" Design)	Option 2 (One-way WB, 2 Lanes)	Option 3 (One-way WB, 1 Left Turn + 1 lane)	Option 4 (One-Way WB, 1 lane + Wider Sidewalks)	Option 5 (Two-Way, 1 EB lane + 1 WB lane)
# of Eastbound Lane	0	0	0	0	1
Eastbound Turn Lanes	0	0	0	0	No left turns between 149 and 156 Street; Right turns available shared with through traffic
# of WB Lanes	2	2 (opportunity for on-street parking during off-peak periods)	1	1	1
Westbound Turn Lanes	Westbound left turns available from south lane, shared with through traffic; Right turns available from north lane, shared with through traffic	No left turns from Stony Plain Road between 149 and 156 Street; Right turns available shared with through traffic	Dedicated westbound left turn lane at 151 and 153 Street; Right turns available shared with through traffic	No left turns from Stony Plain Road between 149 and 156 Street; Right turns available shared with through traffic	No left turns from Stony Plain Road between 149 and 156 Street; Right turns available shared with through traffic
Sidewalk Width	Existing sidewalks would be reduced by approximately 0.6 metre each	Existing sidewalks would be reduced by approximately 0.3 metre each		Existing sidewalks would be widened by approximately 1.3 metre each	Existing sidewalks would be reduced by approximately 0.6 metre each
North-South Pedestrian Crossing Points	Every intersection between 149 and 156 Street				

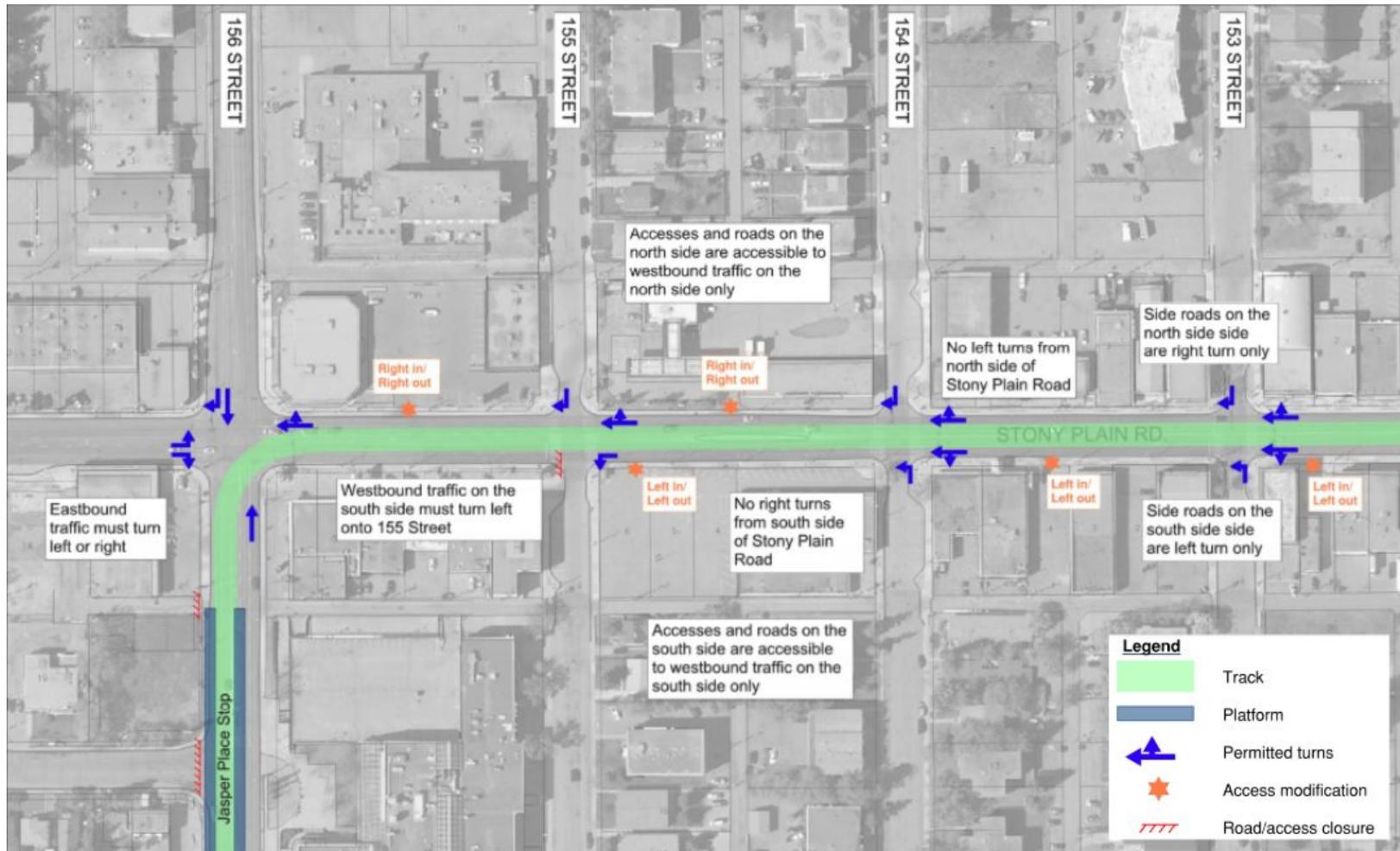
North-South Vehicle Crossing Points	At 149 and 156 Street	At 149 and 156 Street	At 149, 151, 153 and 156 Street	At 149 and 156 Street	At 149, 151, 153 and 156 Street
LRT Stop Location	Between 150 and 151 Street	Between 149 and 150 Street			Between 150 and 151 Street
Trees	Existing trees along the north and south side would be impacted, requiring relocation or removal	The majority of existing trees along north side could likely remain. Trees along south side would be impacted due to proximity to LRT trackway.	Existing trees along the north side would not be directly impacted. Trees along the south side would be impacted due to proximity to LRT trackway.	Existing trees along the north and south side would be impacted, requiring relocation or removal.	
Emergency Access	Utilize roadway to access adjacent properties	Utilize trackway to access south properties; utilize roadway to access north properties			Utilize roadway to access adjacent properties

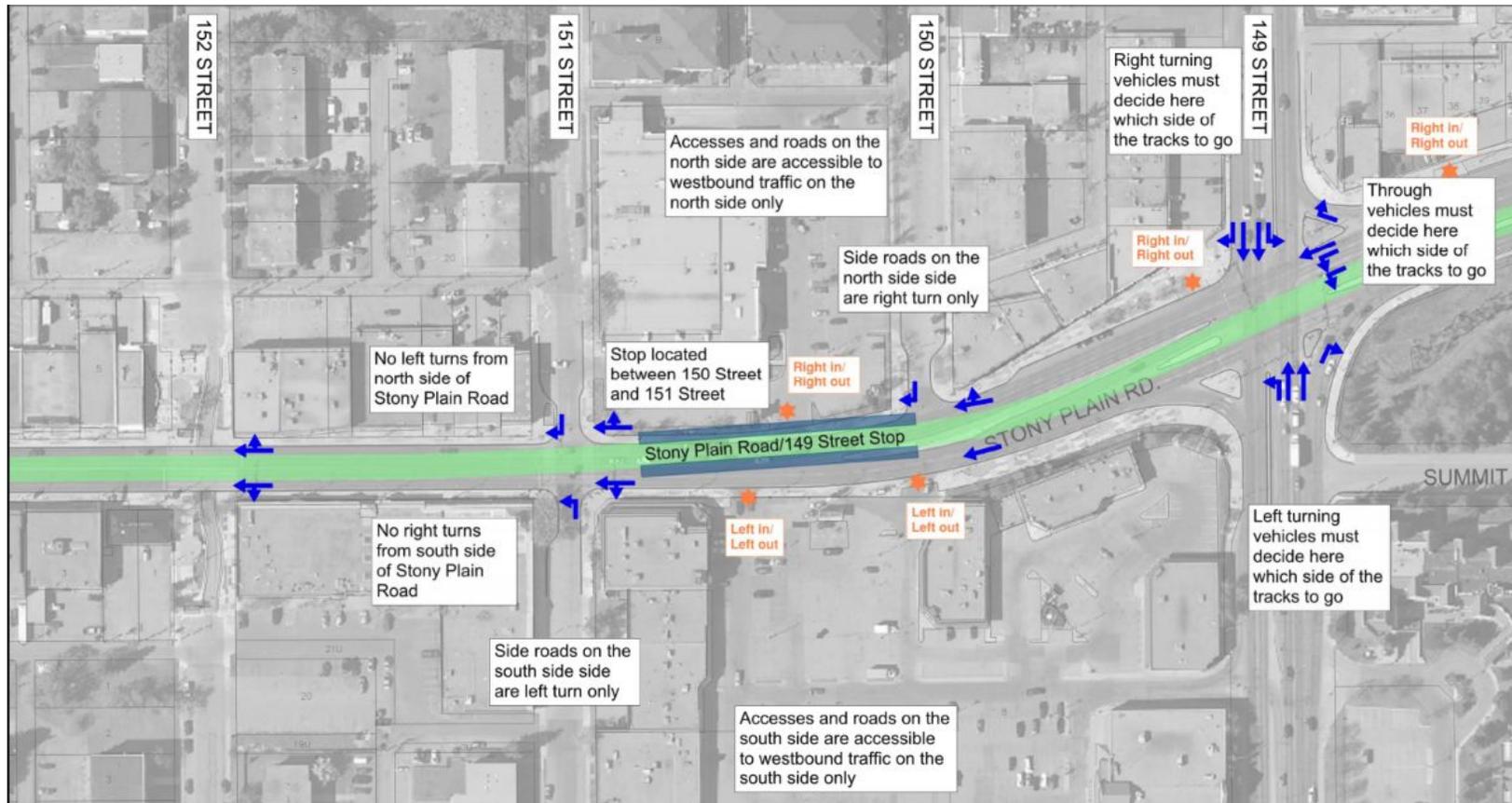
Option 1 - One-Way “Split” Roadway, 2 Westbound Through Lanes Divided by LRT

This option’s design includes centre running LRT alignment with a lane of traffic on either side, both in the westbound direction. This concept was suggested through the public engagement process.

An LRT Stop would be located between 150 and 151 Street. Drivers must commit to the north or south side of the LRT trackway at 149 Street. Stony Plain Road access to the north side properties is available via right turn movements from the north lane. Stony Plain Road access to the south side properties is available via left turn movements from the south lane. There would be a forced left turn for the south lane at 155 Street and no vehicle crossing of tracks between 149 Street and 156 Street, except for emergency vehicles.

This option is not recommended due to unconventional design and complex intersection configurations, resulting in driver confusion and safety concerns.



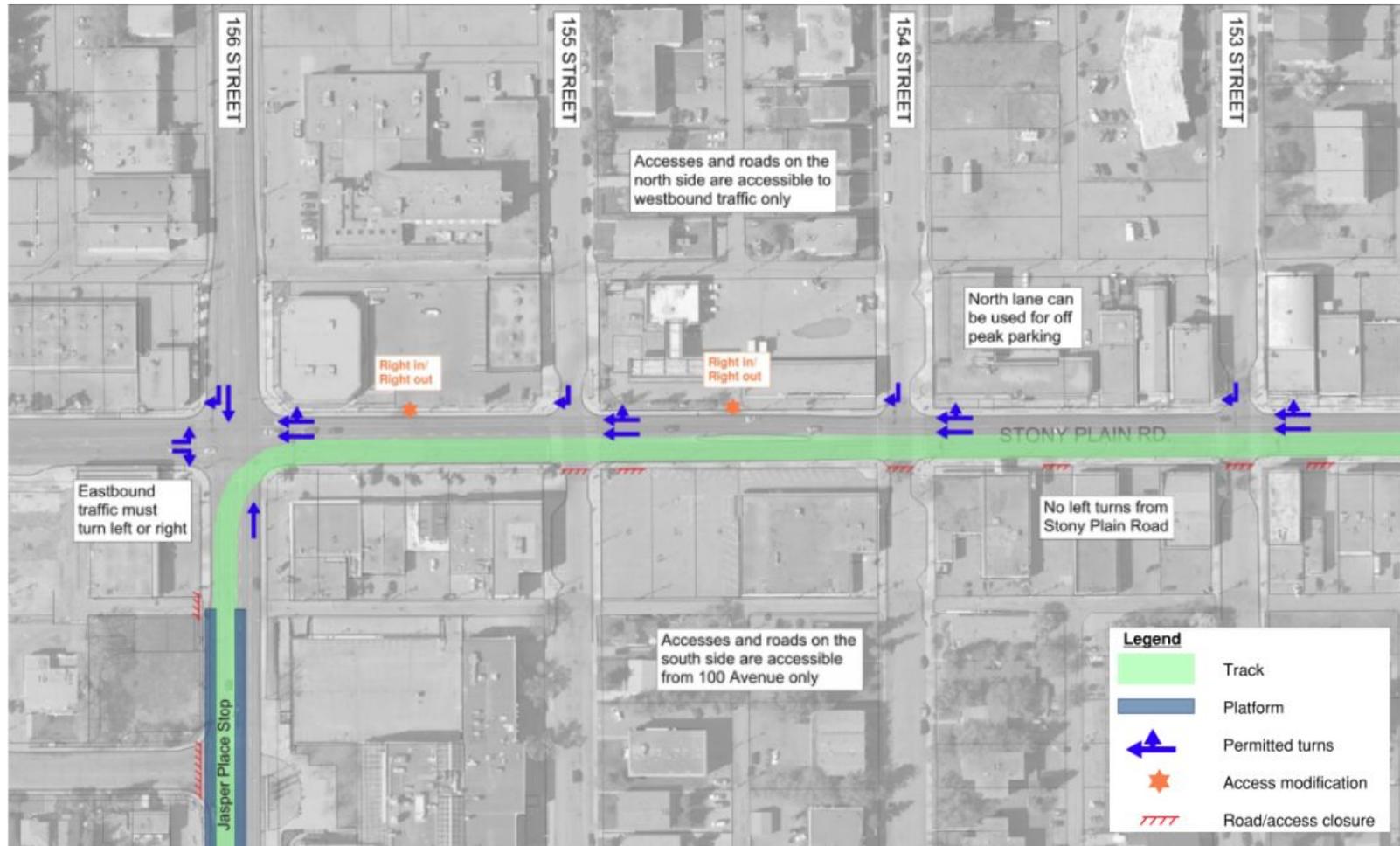


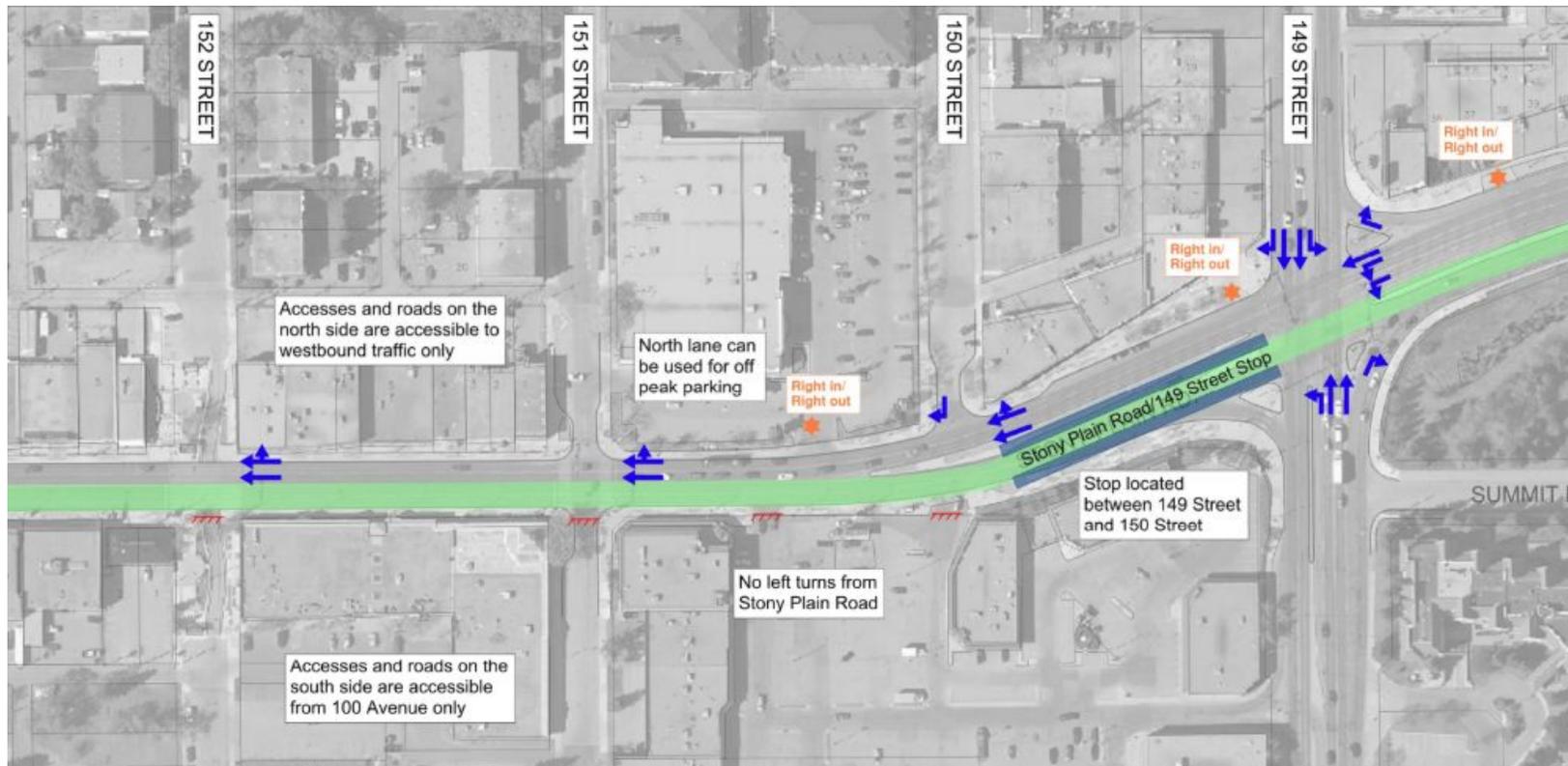
Option 2 - One-Way Roadway, LRT South Alignment with 2 Westbound Through Lanes

This option’s design includes south side running LRT alignment with two westbound lanes. This option provides the opportunity to use the north curb lane for on-street parking during off-peak periods.

The 149 Street LRT Stop would shift one block east, reducing property impact in the 151 Street area. All intersecting roadway connections to the south side would be closed. The additional westbound lane would increase

overall westbound capacity. No vehicle crossing of tracks between 149 Street and 156 Street would be possible, except for emergency vehicles. South side business deliveries and vehicle access would be via 100 Avenue; improvements may be required to cross streets and alleys to facilitate access. Existing sidewalk widths would be reduced by approximately 0.3 metres each. The majority of existing trees along the north side could likely remain; trees along the south side would be impacted due to proximity to LRT trackway.



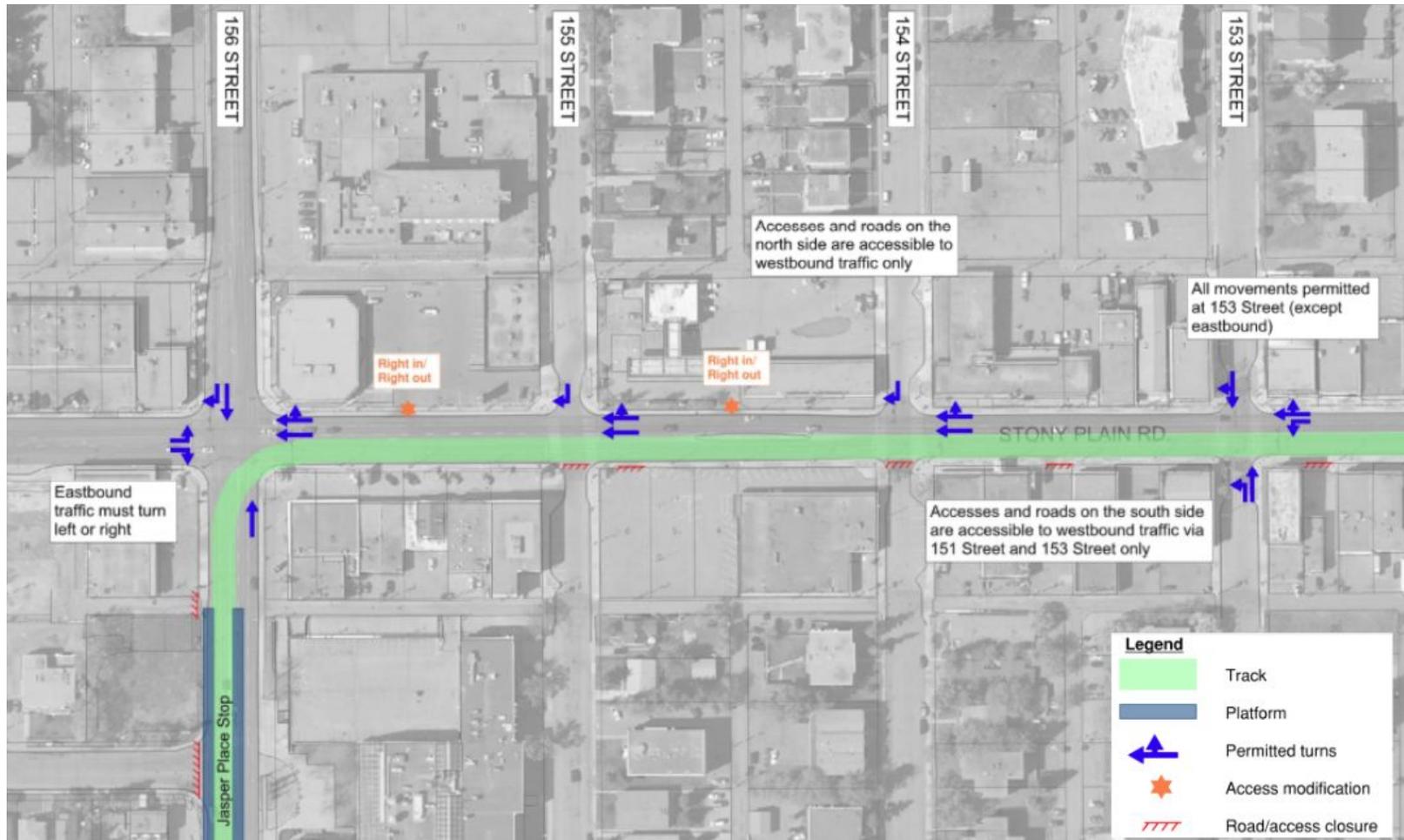


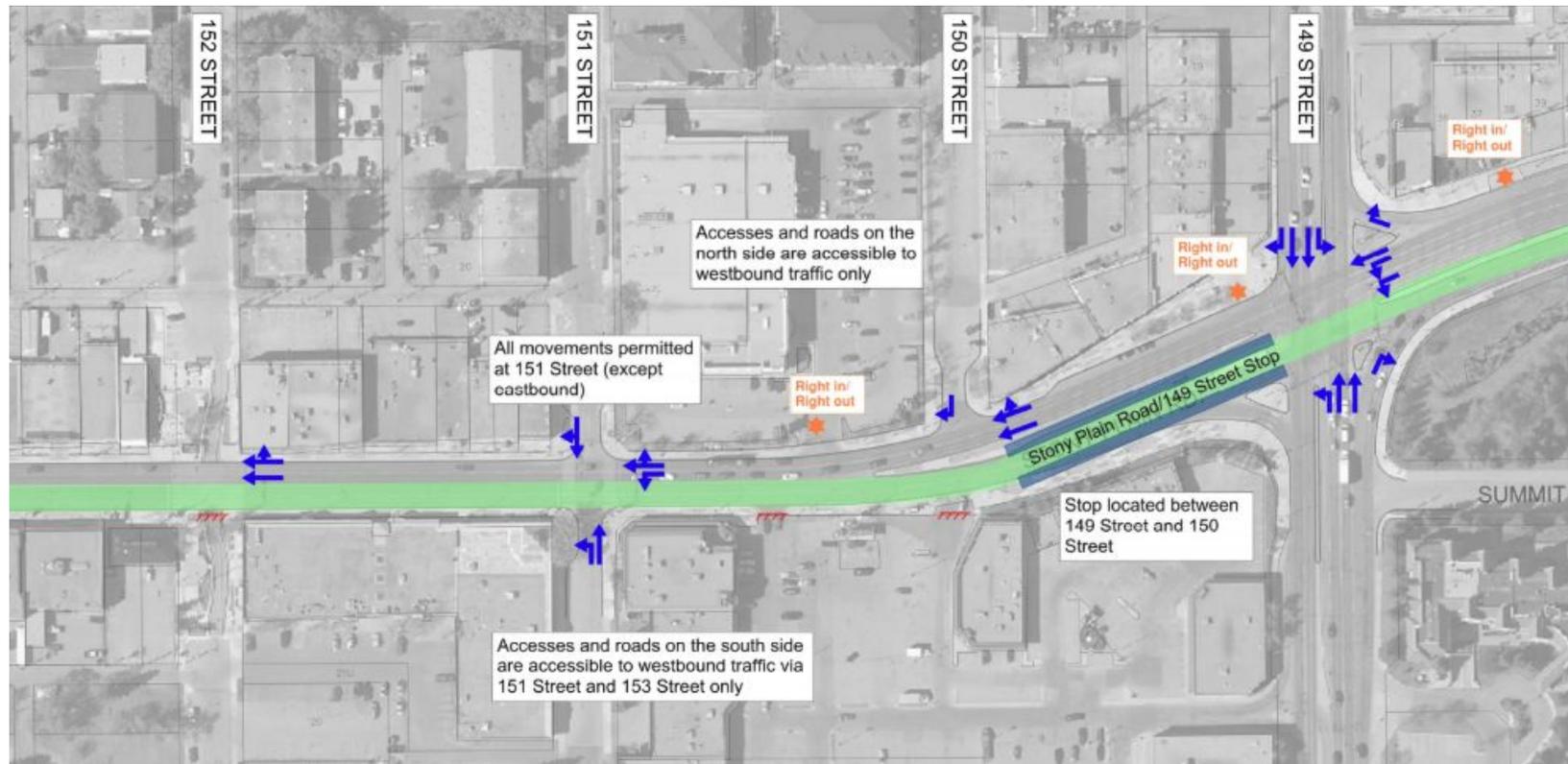
Option 3 - One-Way Roadway, LRT South Alignment with Westbound 1 Through and 1 Left Turn Lane

This option’s design includes south side running LRT alignment with one dedicated westbound left turn lane and one westbound through lane.

The LRT Stop would shift one block east, reducing property impact in the 151 Street area. There would be two westbound travel lanes west of 153 Street, continuing through the 156 Street intersection. All intersecting roadway connections to the south side would be closed, except at the signalized intersections at 151 and 153 Streets where vehicular traffic can cross Stony Plain Road. The dedicated left turn lane would provide access from Stony Plain

Road to the south side businesses and residents via signalized intersections at 151 and 153 Streets. South side business deliveries and vehicle access would occur mostly via 100 Avenue; improvements may be required to cross streets and alleys to facilitate access. Existing sidewalk widths would be reduced by approximately 0.3 metres each. As with Option 2, the majority of existing trees along the north side could likely remain; trees along south side would be impacted due to proximity to LRT trackway.



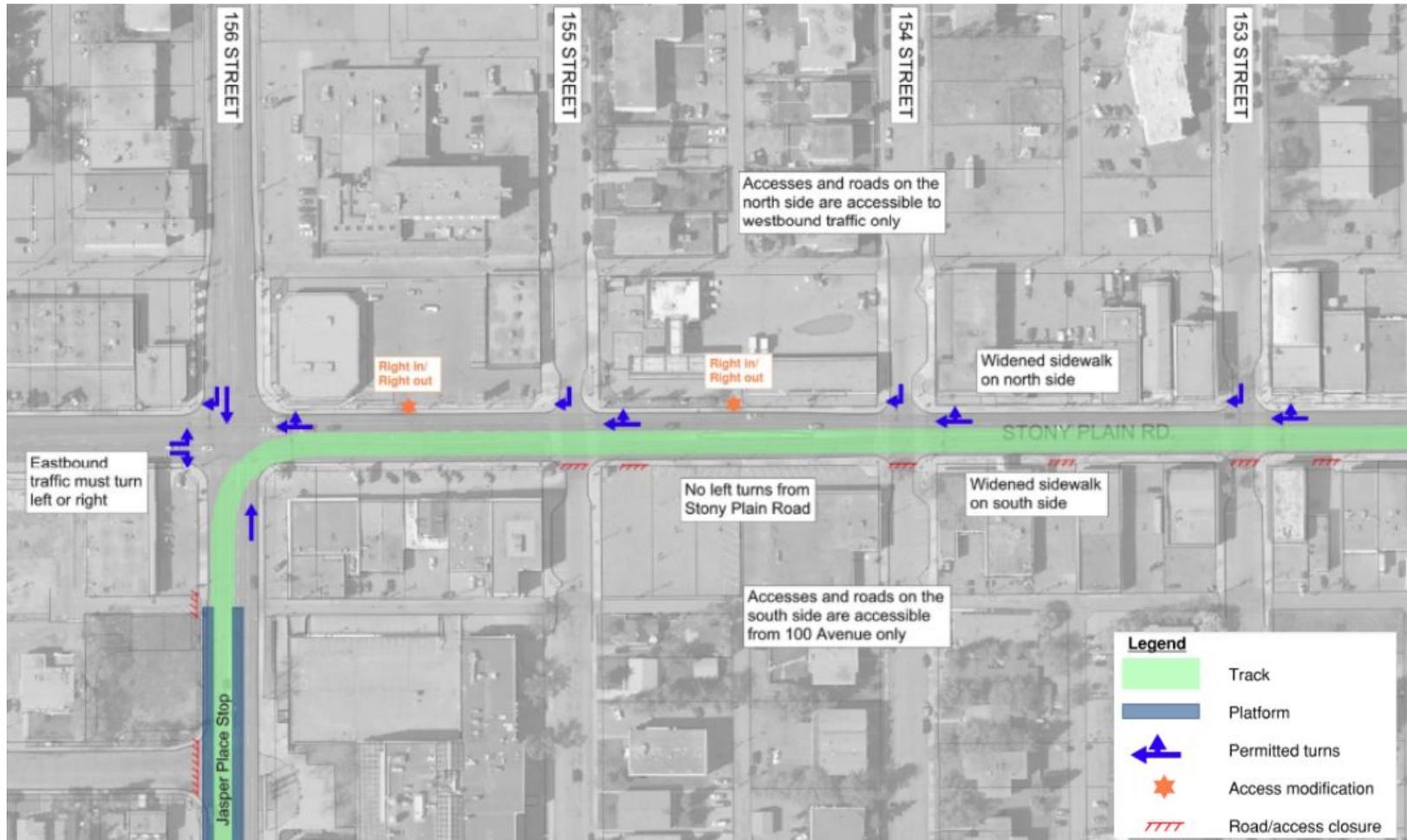


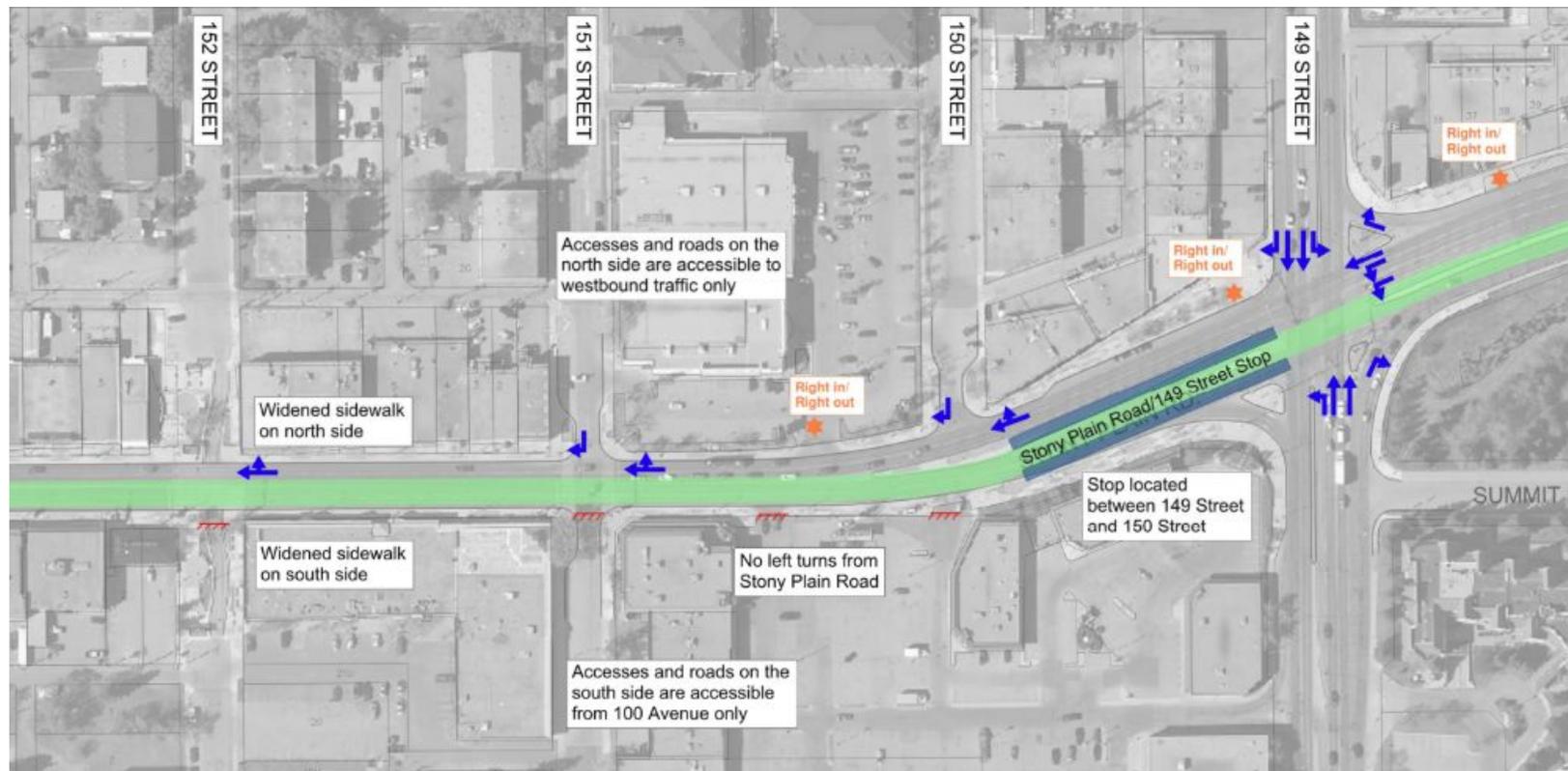
Option 4 - One-Way Roadway, LRT South Alignment with 1 Westbound Through Lane and Wider Sidewalks

This option's design includes south side running LRT alignment with one westbound lane and approximately 3 metre wide sidewalks and amenity spaces.

The LRT Stop would shift one block east, reducing property impact in the 151 Street area. No vehicle crossing of tracks between 149 Street and 156 Street would be possible, except for emergency vehicles. All intersecting roadway connections to the south side would be closed. South side business deliveries and vehicle access would be via 100 Avenue; improvements may be required to cross streets and alleys to facilitate access. Existing trees

along the north side would not be directly impacted; trees along the south side would be impacted due to proximity to LRT trackway.





Option 5 - Two-Way Roadway, LRT Centre Alignment with 1 Lane Each Direction

This option's design includes centre running LRT alignment with one eastbound and one westbound lane.

The LRT Stop would be located between 150 and 151 Streets. Continuous eastbound movement would be available from 170 Street towards downtown. North side properties would have roadway access to westbound lane; south side properties would have roadway access to eastbound lane. No left turns would be available from Stony Plain Road.

