

HWY 7 / WOODDALE AVENUE GRADE-SEPARATION PROJECT

FREQUENTLY ASKED QUESTIONS

How many concepts were considered and why was Concept D recommended for further development?

- Altogether five concepts were considered for this project. Three concepts (A, B, and E) were considered undesirable by the project management team based on agency and public input. Two concepts (C and D) were evaluated by performing an operational analysis (computerized traffic modeling) where it was determined that Concept C was not feasible with the continued existence of the CP Railroad. Concept D was the only alternative determined to be able to operate at an acceptable level of service with regard to future projected traffic plus meet all the other identified project goals.

Will the design accommodate future traffic and redevelopment in the area?

- The proposed interchange will be designed to accommodate future traffic growth in the area (year 2030). This will take into account developments currently under construction and future development – potentially a Light Rail Station at Wooddale.

There are problems or conflicts now with school access, the regional trail crossing, and rail traffic. Won't an interchange make this even worse?

- The design of the proposed interchange takes into account access to the school and other existing developments, the close spacing of the frontage roads, the regional trail crossing, emergency services vehicle use, current Freight rail and expected future Light Rail Transit (LRT).

What are the project goals?

- Improve safety
- Decrease congestion / shorten travel times
- Improve walkability / bikeability
- Improve neighborhood quality of life measure
- Minimize loss of property (minimize right of way acquisition)
- Avoid or minimize the relation of businesses
- Provide aesthetic enhancements
- Minimize noise impacts
- Minimize project costs to the extent possible
- Minimize negative impact to property values
- Minimize impacts to area property owners