



TRANSFORMING | EDMONTON

BRINGING OUR CITY VISION TO LIFE

# Welcome

## Northwest Light Rail Transit (LRT) Concept Planning Study



# NORTHWEST LRT CONCEPT PLANNING STUDY

## Urban Style - High Floor LRT

In June 2009, City Council approved a long term LRT Network Plan, which included a proposed change in design approach from the existing suburban style to a more urban style LRT

### Urban style means:

- Dedicated space for LRT within the road (does not mix with traffic)
- Provides priority for LRT at intersections
- Safe operation in pedestrian-oriented communities
- Designed to fit within urban environment

### Benefits of urban LRT:

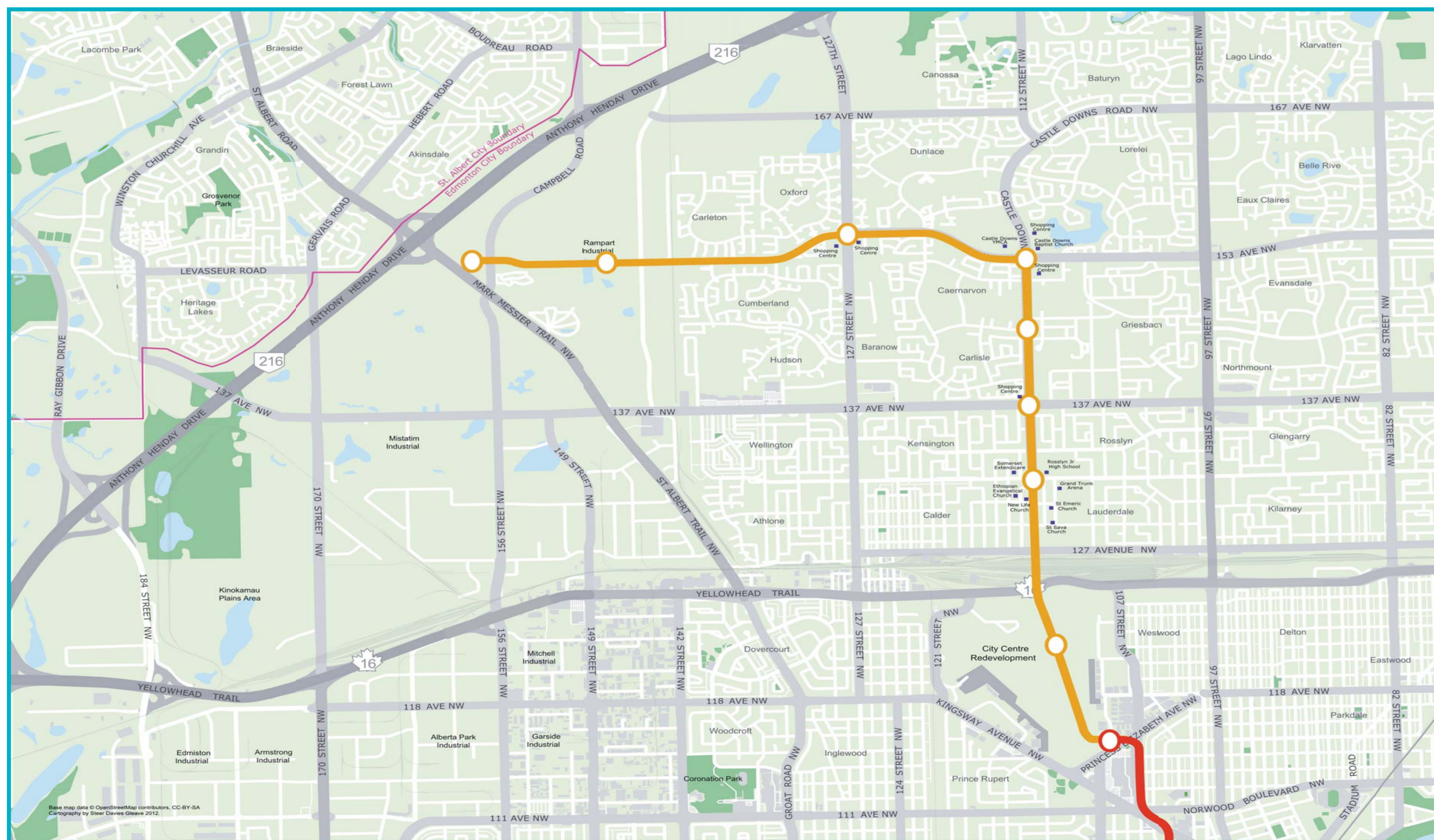
- Improved integration of LRT into the communities served
- Smaller scale stations with closer stops
- Reduced property requirements
- Fewer barriers
- Use of landscaping, streetscaping & architectural features
- Direct transit, pedestrian & cycle connections
- Use of embedded track (where appropriate) instead of rock/railway ties





# NORTHWEST LRT CONCEPT PLANNING STUDY

## July 7, 2010 - City Council Approved Corridor (Transportation System Bylaw 15101)





# NORTHWEST LRT CONCEPT PLANNING STUDY

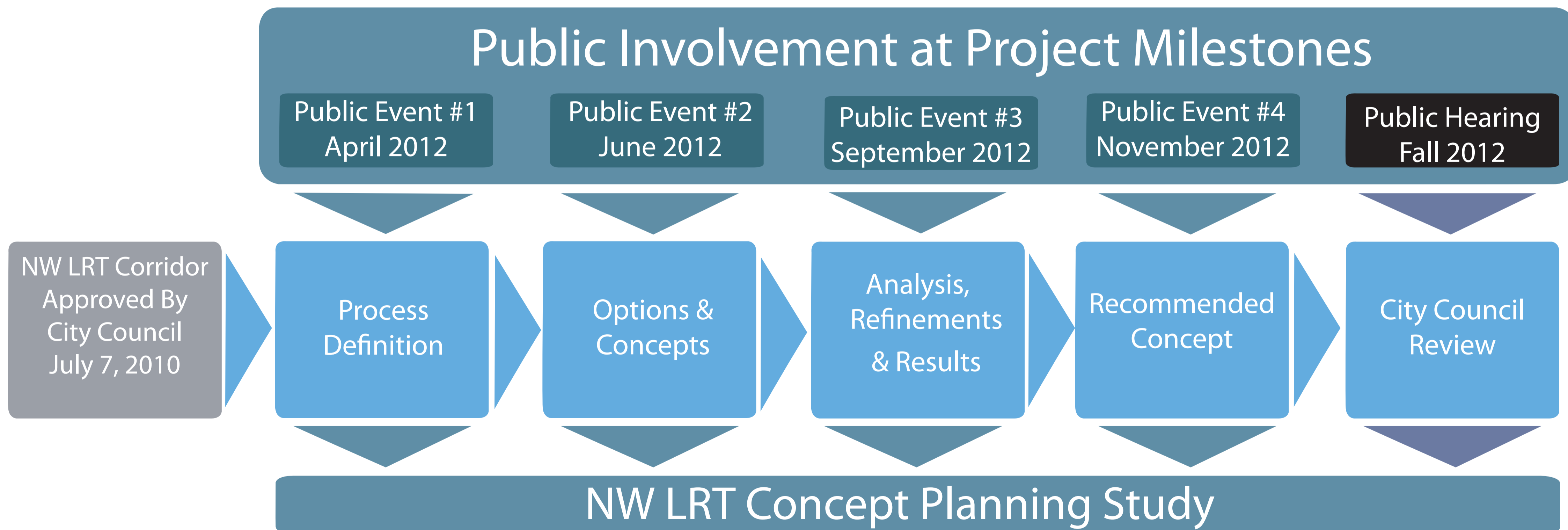
## Where We Are Now: 2012 Concept Planning Study

- The previous phase identified the route the LRT should follow
- This Concept Planning Study is to develop a concept plan that:
  - Defines specific location of tracks & stations within the approved route
  - Defines the layout of stations
  - Defines property requirements (if any)
  - Defines auto access requirements for adjacent properties
  - Considers ease of access & interchange for cyclists, pedestrians & bus users
  - Provides necessary information to begin preliminary engineering
- A recommended concept is anticipated for City Council review by the end of 2012



# NORTHWEST LRT CONCEPT PLANNING STUDY

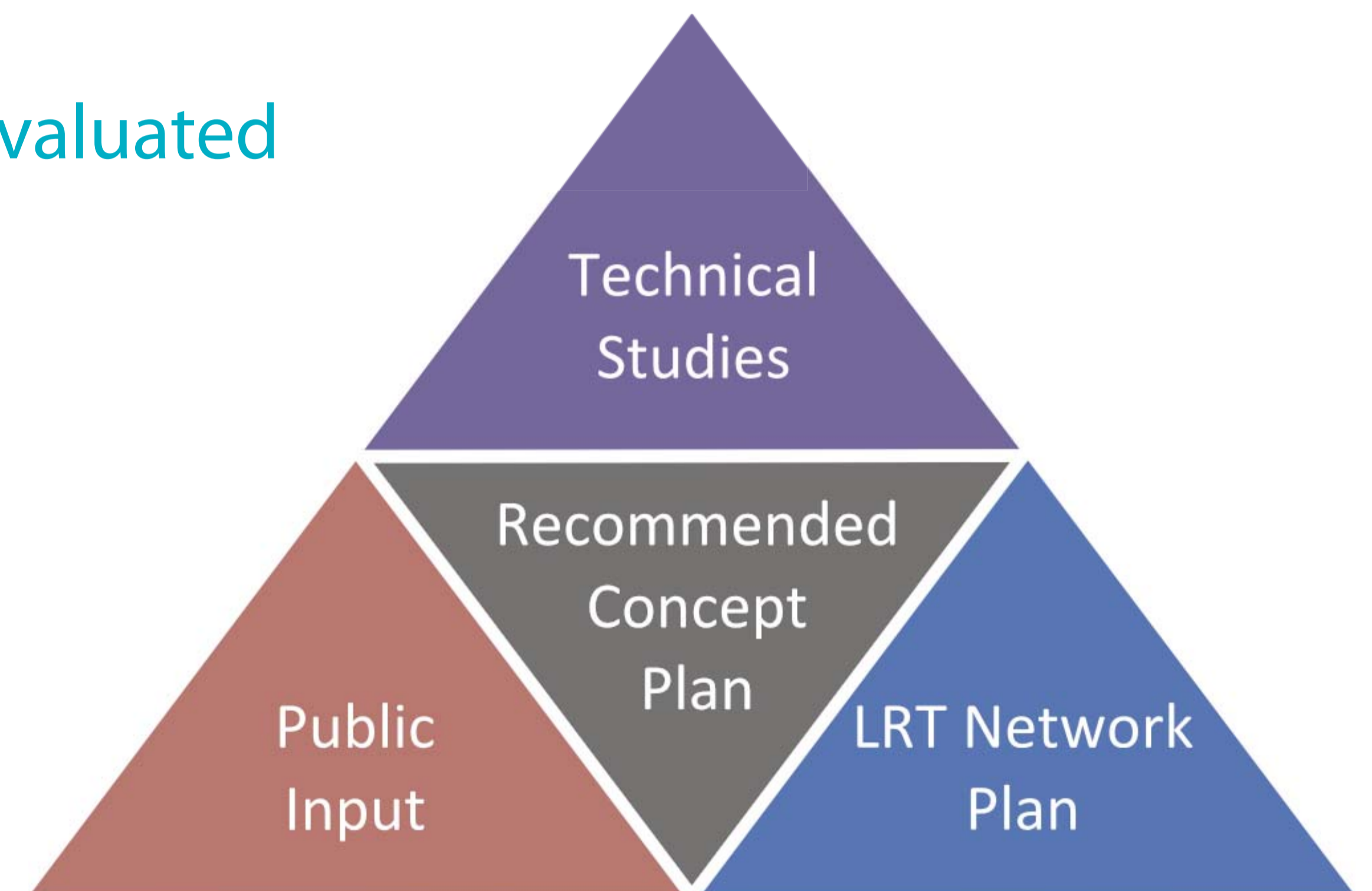
## Project Process



# NORTHWEST LRT CONCEPT PLANNING STUDY

## Evaluation

- The Draft Concept Plan has been created & evaluated based on input from you at each milestone
- Your input is used together with other elements to inform the planning process

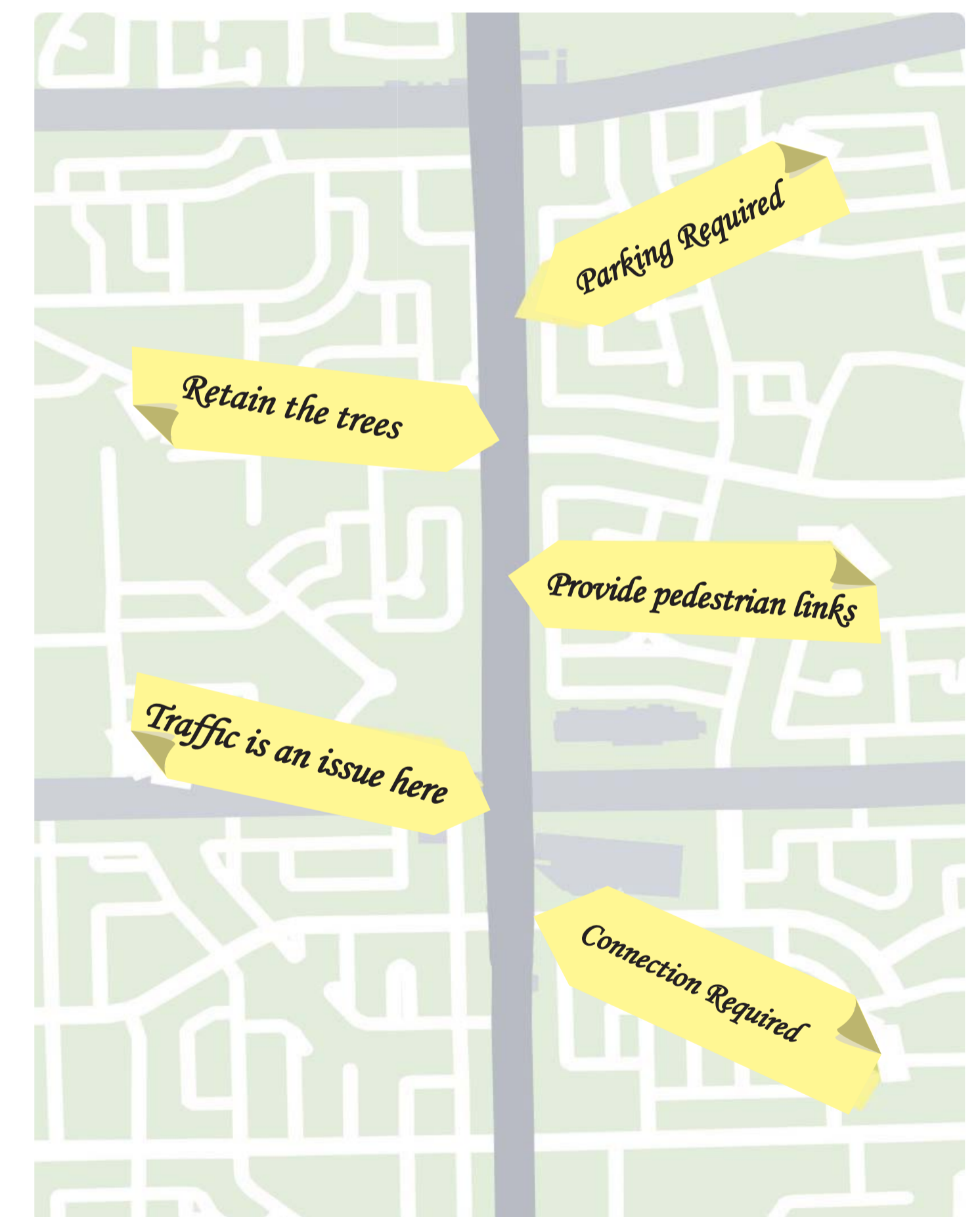




# NORTHWEST LRT CONCEPT PLANNING STUDY

## Have Your Say: Opportunities, Issues & Ideas

- The City is actively seeking your thoughts on:
  - Opportunities for the Draft LRT Concept Plan
  - Issues or important considerations
  - Ideas to maximize the LRT's success
- Use the notes provided to document your input on the following key consultation points:
  - Improvements that could be made
  - Issues or impacts
  - Other aspirations for the project
- Place the note directly on the geographic location related to your comment



# NORTHWEST LRT CONCEPT PLANNING STUDY

## What We Heard on June 19 & 20, 2012

### Key Themes

- Provide easy access to LRT for residents
- Connect to destinations
- Minimize impact to traffic
- Provide space for pedestrians and cyclists
- Preserve trees and landscaping
- Local traffic impacts
- Proximity to housing
- Loss of frontage access
- Retain traffic on 113A Street between 129 Avenue and 130 Avenue (conflicting views)
- 153 Avenue alignment (conflicting views)
- Through traffic/neighborhood traffic
- Noise (need for sound barriers, landscaping)
- Cost
- Timing



# NORTHWEST LRT CONCEPT PLANNING STUDY

## What We Heard on June 19 & 20, 2012

### Traffic and Roadway Design

Comment: *'113A Street and Castle Downs Road relieve some of that traffic when north of the CN Rail. Restricting that flow would have serious consequences.'*

Response: The design team have taken this into consideration. As Edmonton grows in the future, more people will consider alternatives to driving.

### Public Access

Comment: *'The purpose of LRT should be easy access' 'Is this plan taking into effect the senior citizens and the people with limited mobility?'*

Response: The design team's goal is to provide the highest access priority to those walking and cycling to the stations. Enhanced pedestrian and cycling infrastructure recommendations and access plans have been prepared to support the station positions. All stations will be easily accessible for all citizens. Gentle slope ramps are provided at the ends of each platform to facilitate movement of passengers.

### Noise Concerns

Comment: *'What will be done to reduce noise levels? Will a noise level survey be undertaken?'*

Response: A noise level survey has been conducted. The results are being compiled and will be available in November. Although we are confident that noise levels will not exceed what residents currently experience, noise reduction through design is a priority.

### Timing & Cost

Comment: *'What are the realistic timelines for this project? How long will it take to raise the amount of money required to start and complete this project?'*

Response: This project is currently unfunded, therefore there is no timeline for it. The Cities of Edmonton and St. Albert are co-funding the development of the current Concept Plan study for the NW LRT.

# NORTHWEST LRT CONCEPT PLANNING STUDY

## What We Heard on June 19 & 20, 2012

### Bus Integration

Comment: *'Must be integrated systems. Bus and LRT systems; the complete package not just LRT focus'*

Response: The team has worked directly with the City's bus planners to ensure the LRT design is highly integrated with the bus network.

### Streetscape and Visual Intrusion

Comment: *'Incorporate more use of shrubs vs. trees along LRT right-of-way to soften visual impact of line'*

Response: This is the City's opportunity to enhance the streetscape along the LRT corridor. A new shared path with landscaping has been included, in addition to improved land and streetscaping near stations. Wherever possible, current plants will be left untouched, moved or replaced.

### Parking

Comment: *'This station will bring parking along street. What will you do for residents living here?'*

Response: Resident parking will be retained where possible along the LRT corridor. Resident parking plans may be considered if parking issues occur.

### Stop Placement

Comment: *'Why are all of these stations required?'*

Response: The number of stations and their placement has been decided based on maximizing local accessibility to stations by walking and cycling, in addition to connectivity between transit, homes and activity centres. Input received from public stakeholders and potential for higher density development were also considered.



# NORTHWEST LRT CONCEPT PLANNING STUDY

## What We Heard on June 19 & 20, 2012

### 121 Street Station

Comment: *'121 Street and 127 Street stations [are] too close'*  
*'Not as many residents as 121 Street'*

Response: The 121 Street Station is no longer included in the draft concept plan.

### 113A St Closure between 129 Ave-130 Ave

Comment: *'Make the LRT track closed off from traffic'*  
*'Keep this street open to traffic'*

Response: Members of the public inevitably have differing views on the positioning of the LRT line. Based on our evaluation of the options, the design team recommends that traffic remain on 113A Street between 129 Avenue & 130 Avenue and that properties on the east side of the street should be purchased. This will also allow for a new landscaped green space with a shared path facility.

### Transit Centres

Comment: *'Will require more parking, possible Park and Ride [at Transit Centre]'*

Response: In line with the City's Park & Ride Policy, no provision has been made for Park and Ride facilities at the proposed transit centres at Castle Downs and 137 Avenue. This decision is due to a focus on transit interchange from bus to LRT; as well as, space constraints or development impacts at station locations.

### Park & Ride Terminus at Campbell Road

Comment: *'Charge St. Albert residents [for] parking'*  
*'Would like more advertising of the cost-sharing analysis between Edmonton and St. Albert'*

Response: The City of St. Albert is co-funding the development of the current Concept Plan study for the NW LRT.

# NORTHWEST LRT CONCEPT PLANNING STUDY

## Key Details: Northwest LRT - NAIT to Northwest City Limits

Length	11 km (NAIT to NW city limits)
Stations	Potentially 9 stations
LRT Vehicles	Existing Edmonton style high-floor vehicle
Anticipated Journey Time	<ul style="list-style-type: none"><li>• 30 minutes: Campbell Road to Downtown</li><li>• 40 minutes: Campbell Road to University</li></ul>
Urban Style	<ul style="list-style-type: none"><li>• Designed to fit within urban environment</li><li>• Integration of LRT into communities served</li><li>• Smaller scale stations</li><li>• Reduced property requirements</li><li>• Fewer barriers</li><li>• Use of landscaping, streetscaping and architectural features</li><li>• Direct transit, pedestrian and cycle connections</li></ul>



# NORTHWEST LRT CONCEPT PLANNING STUDY

## What Happens Next

- Your ideas & comments will help the team refine the draft concept plan.
- A recommended concept plan will be presented at public events in November 2012. You will have a final opportunity to see how your feedback is reflected before it is presented to City Council (Transportation Infrastructure Committee) in fall 2012.