

LRT Network Plan Elements

1. **System Style** – The LRT system should ultimately evolve into an urban style system with shorter stop spacing and more community based stops.
2. **Technology** - New LRT lines not tying in to the existing system should be developed with low-floor LRT vehicles.
3. **Network LRT Lines**
 - a. Northeast - Extension ending north of Anthony Henday Drive.
 - b. South - Extension to the city boundary near 41 Avenue S.W.
 - c. Southeast – New line to Ellerslie area south of Anthony Henday Drive.
 - d. West – New line supplemented with premium bus service.
 - e. Northwest – New line to St. Albert with the potential for a second line to serve North Edmonton, or a combination LRT and premium bus service.
 - f. East – New line to Sherwood Park if warranted based on future development.
4. **Extent of the LRT Network** - Logical end points for LRT lines will be near Anthony Henday Drive or the city limits, with the exception of the Northwest line into the City of St. Albert and a potential line into Strathcona County.
5. **Downtown Tunnel Capacity** – The existing tunnel has limited capacity and is therefore a system constraint. New LRT lines not connecting to the existing system will be surface running, including through the Downtown and University areas, and will provide convenient connections between the new surface stations and the existing underground stations.
6. **Central Area Circulation** - Develop an Eastwest LRT connection through the area of Strathcona to provide greater overall operational flexibility and increase the carrying capacity of the network.