



**Northwest LRT – NAIT to
Northwest City Limits Study**

www.edmonton.ca/LRTProjects

Welcome
Information Sessions
June 9 & 10, 2010



Proposed Agenda

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- Meeting Purpose
- LRT Planning
- The Recommended Corridor
- Public Involvement Update
- Progress on the Edmonton LRT Network
- Screening and the Recommended Corridor
- Next steps
- Public comments & questions



Meeting Purpose

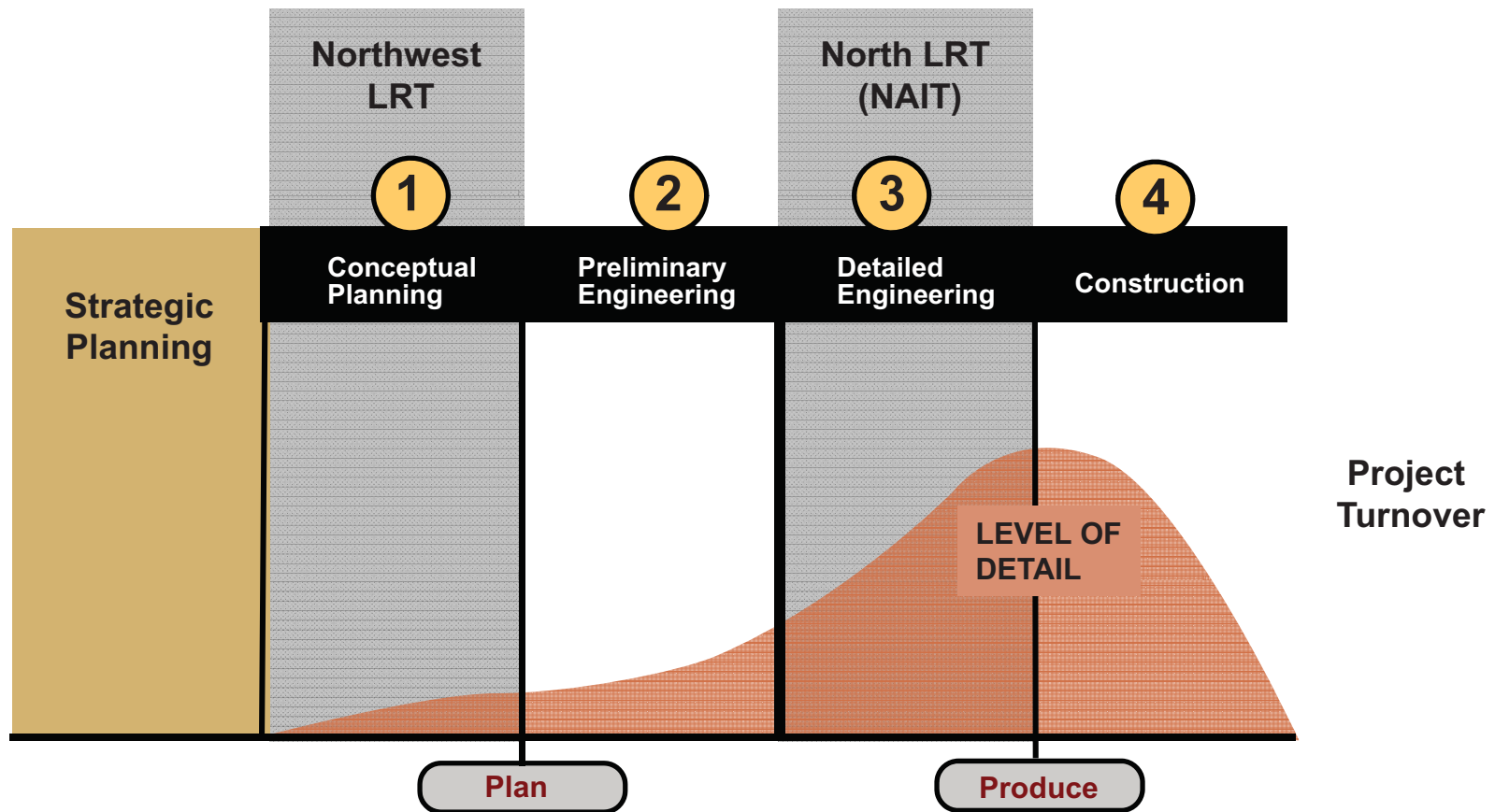
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Our Team's Commitment to You for Tonight

- **To provide you with information about the LRT Planning process and recommended corridor**
- **Answer questions and clarify information, so you are as informed as possible moving forward to the City Council public hearings**

LRT Planning

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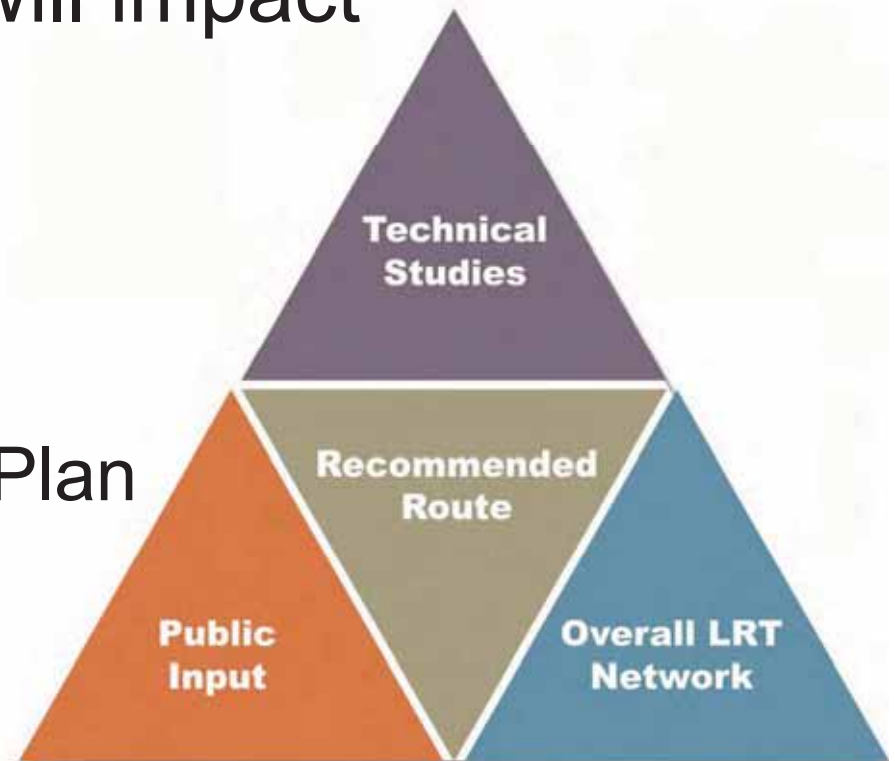


Critical Components

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Three components that will impact the decisions about the LRT Connection

- The overall LRT Network Plan
- Technical Analysis
- ***Public Input***





Council Approved Corridor Screening Criteria

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Category

Weighting

Land Use/Promoting Compact Urban Form

4

Movement of People/Goods

3

Feasibility/Constructability

2

Parks, River Valley, and Ravine System

2

Social Environment

2

Natural Environment

2



Corridor Evaluation Criteria (Level 2)

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Land Use/Promoting Compact Urban Form

- Existing transit centres/park and ride
- Existing/future activity centres/destinations
- Land available with potential for redevelopment
- Existing/future population density
- Existing/future employment density
- Existing/future mix of housing/zoning/land use types
- Number of large development proposals under review or construction
- Existing land-use plans/bylaws support development/redevelopment

Movement of People/Goods

- Percentage within existing public/rail right-of-way
- Projected ridership
- Estimated cost/rider
- Projected travel time
- Potential changes in roadway capacity within existing transportation corridors
- Includes existing/future bicycle/pedestrian facilities
- Potential for park and ride locations

Feasibility/Constructability

- Estimated capital/operating cost per kilometer
- How much of route is at grade (and grade-separated)?
- Complexity to extend route in future
- Proximity to LRT maintenance facility
- Number of at-grade crossings



Corridor Evaluation Criteria (Level 2)

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Parks, River Valley & Ravine System

- Impacts/benefits to parks/open space/river valley access
- Need to acquire public land for the route

Social Environment

- Need for private property acquisition
- Impact on local property values
- Ability to avoid, minimize, or mitigate neighbourhood impacts
- Potential for noise/vibration impacts
- Adjacent known cultural resource/heritage sites
- Student population near stations
- Number of low-income, no car, senior households near stations

Natural Environment

- Impact on riparian habitat
- Number of river/stream crossings
- Potential for disruption due to construction



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What is the Recommended Corridor?



Project Purpose Statement

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**To establish an LRT connection
between the Downtown and
Northwest Edmonton**



Benefits & Trade Offs

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- There are impacts
- Worked towards a balance
 - Minimize impacts while creating improved mobility options
- Potential positive transportation and land use effects
- New connection across CN rail yards and Yellowhead Trail
- Minimize property acquisition by removing:
 - service roads
 - traffic lanes
 - on-street parking
- Constrained Right-of-Ways



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Public Involvement Update What We Heard

Process

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- Online questionnaire (Feb 10-March 3)
 - 1,199 participants.
- Face-to-face interviews with stakeholders
- 2 public workshops (March 23/24)
 - 142 attendees
- Online Discussion Forum (March 22-April 19)
 - 30 registered participants, 1,052 comments read



Overall Findings

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- LRT expansion has great potential to serve both the region and the local population
 - Must serve key destinations (residential, commercial, & future development)
- A holistic approach to planning is needed
 - Traffic congestion is already a key concern
 - Integrate with other transportation modes
 - Mitigations required to address impacts to parks/recreation areas, property, and concerns about security/safety



Feedback

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Corridor	Positives	Challenges
113 A Street	<ul style="list-style-type: none"> • Provides balance in regional access and service to Edmonton communities • Access to shops, parks and recreation centres strongly desired • Potential for route to encourage higher density development and green communities (Castledowns, Griesbach) 	<ul style="list-style-type: none"> • Significant property acquisition • Park impacts (dog park) • Traffic impact near Grand Trunk • Safety/security
127 Street	<ul style="list-style-type: none"> • LRT could help address traffic congestion • Connection to Via Rail Station a benefit • 118 Avenue would support revitalization • LRT could rejuvenate the area (property acquisition) 	<ul style="list-style-type: none"> • Most prevalent theme – concern about traffic congestion (127 Street too busy now – don't want to lose lanes) • Significant property acquisition • Noise/vibration impacts • Residential/community disruption
St. Albert Trail	<ul style="list-style-type: none"> • Quickest and most direct option – great access for St. Albert residents and commuters • Potential to reduce traffic congestion on St. Albert Trail • Potential to provide service to St. Albert Trail businesses 	<ul style="list-style-type: none"> • Most prevalent theme – option does not serve Edmonton communities • Missed urban opportunities – few/no opportunities for higher density development along corridor • Impact on goods movement corridors





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Defining the Long Range Network

Public Transportation - Strategic Objective 5.1

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“The City will pursue expansion of the LRT to all sectors of the city with a goal to increase transit ridership and transit mode split, and spur the development of compact, urban communities.”

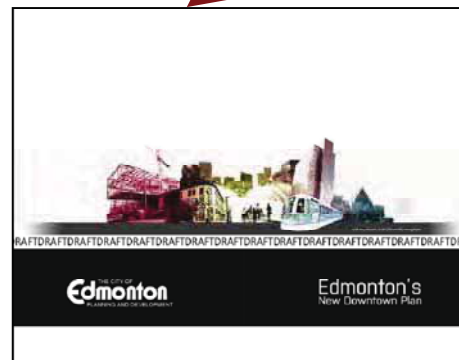
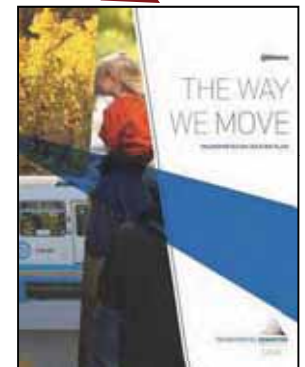


Edmonton's Planning Hierarchy

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- The Way Ahead (Strategic Plan) City Vision
- The Way We Grow (Municipal Development Plan)
- The Way We Move (Transportation Master Plan)
- Integrated Transit & Land Use Policy Framework
- Edmonton's Downtown Plan



Integrated Transit & Land Use Framework

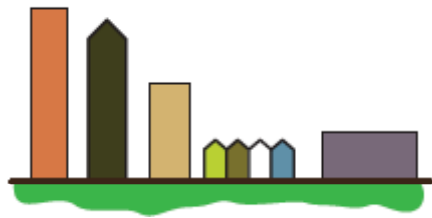
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- Outlines land use and community investment recommendations near LRT nodes and along major bus corridors.

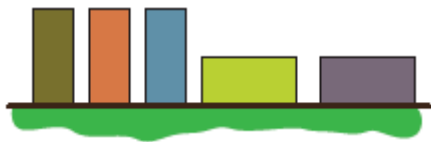


Station Typology

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**Mixed Use /
Town Centre Stations**



**Employment
Centre Stations**



**Residential
Centre Stations**

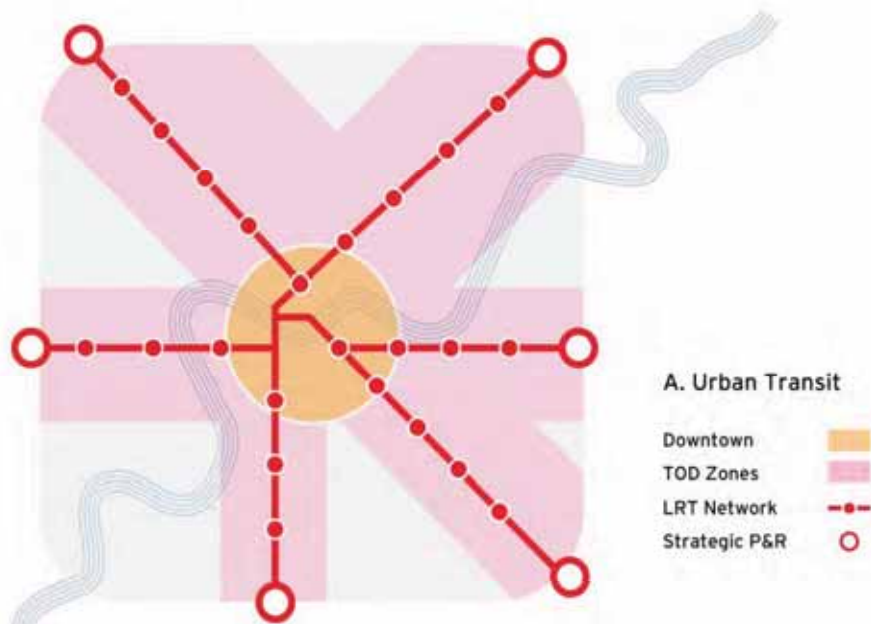


LRT System Style

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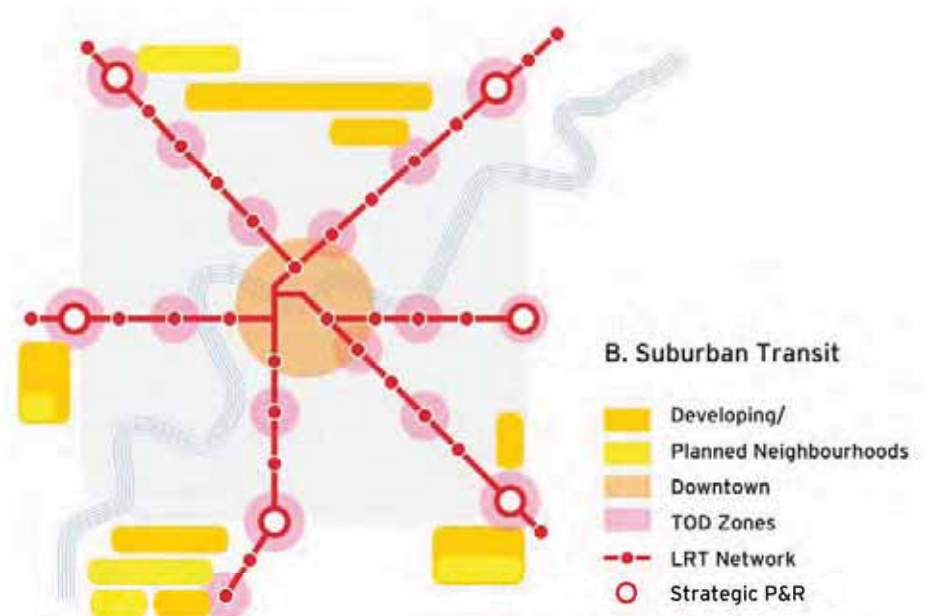
URBAN STYLE LRT

- 400m to 800m stop spacing
- 20-30 km/h average speed



SUBURBAN STYLE LRT

- 1000m to 2500m stop spacing
- 40 km/h average speed

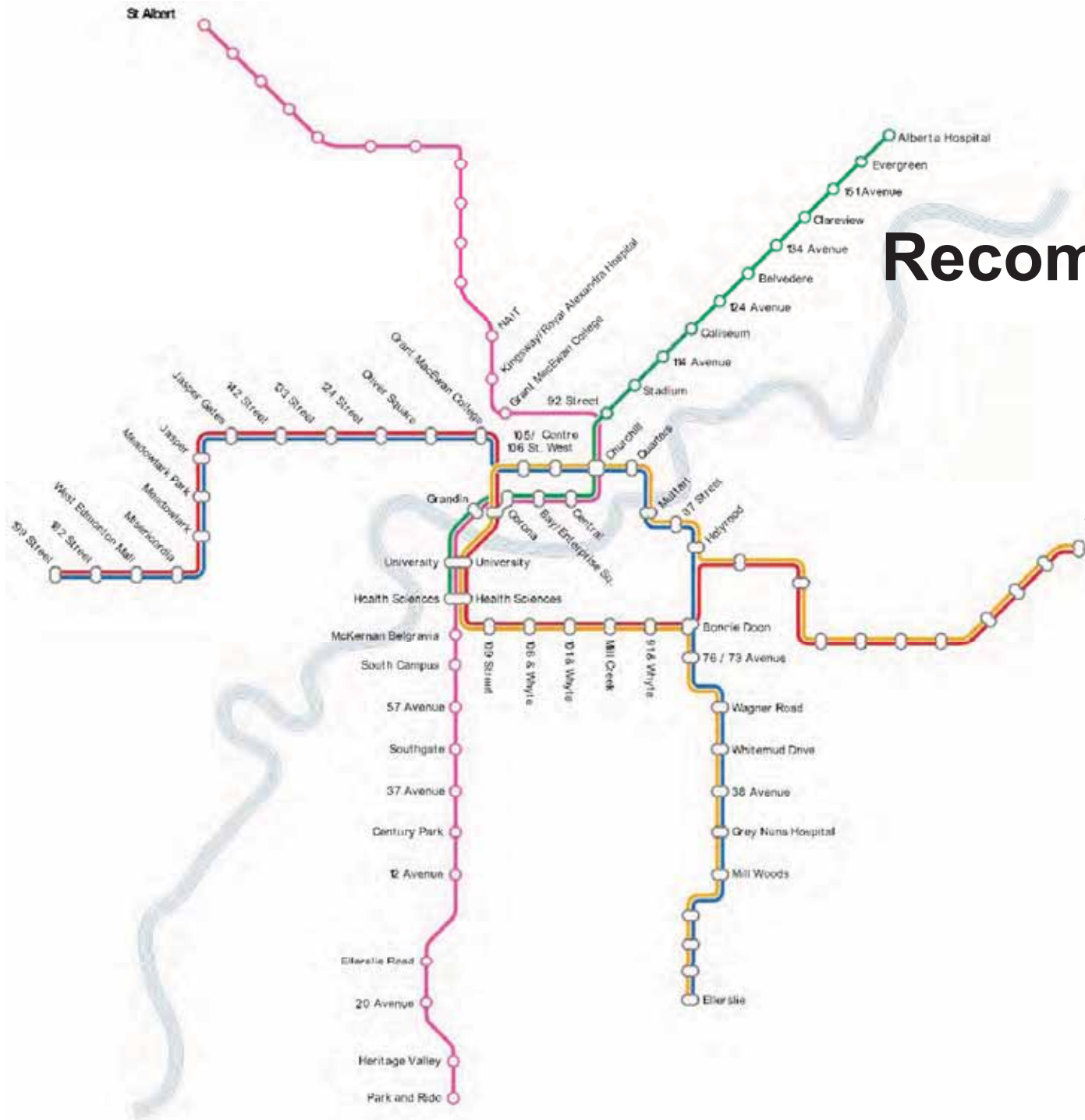


LRT - Urban Style

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- Closer station spacing
- LRT is part of the street
- Easy access for passengers
- LRT mixes with pedestrians





Recommendations of the LRT Network Assessment

LRT Projects - Status

	Concept Planning		Preliminary Engineering	Detailed Engineering	Construction
	Corridor Definition	Alignment Definition			
South LRT (Health Sciences to Century Park)	✓	✓	✓	✓	✓
North LRT (Downtown to NAIT)	✓	✓	✓	Fall 2010	
South LRT (Century Park to Ellerslie Road)	✓	✓	Spring 2010		
Northeast LRT (Clarview to Gorman)	✓	✓	Spring 2010		
Southeast LRT (Downtown to Mill Woods)	✓	End 2010			
West LRT (Downtown to Lewis Estates)	✓	End 2010			
Northwest LRT (NAIT to Northwest Edmonton)	Summer 2010	End 2011			



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The Potential of LRT Transit Oriented Development Video



The Transit-Land Use Connection

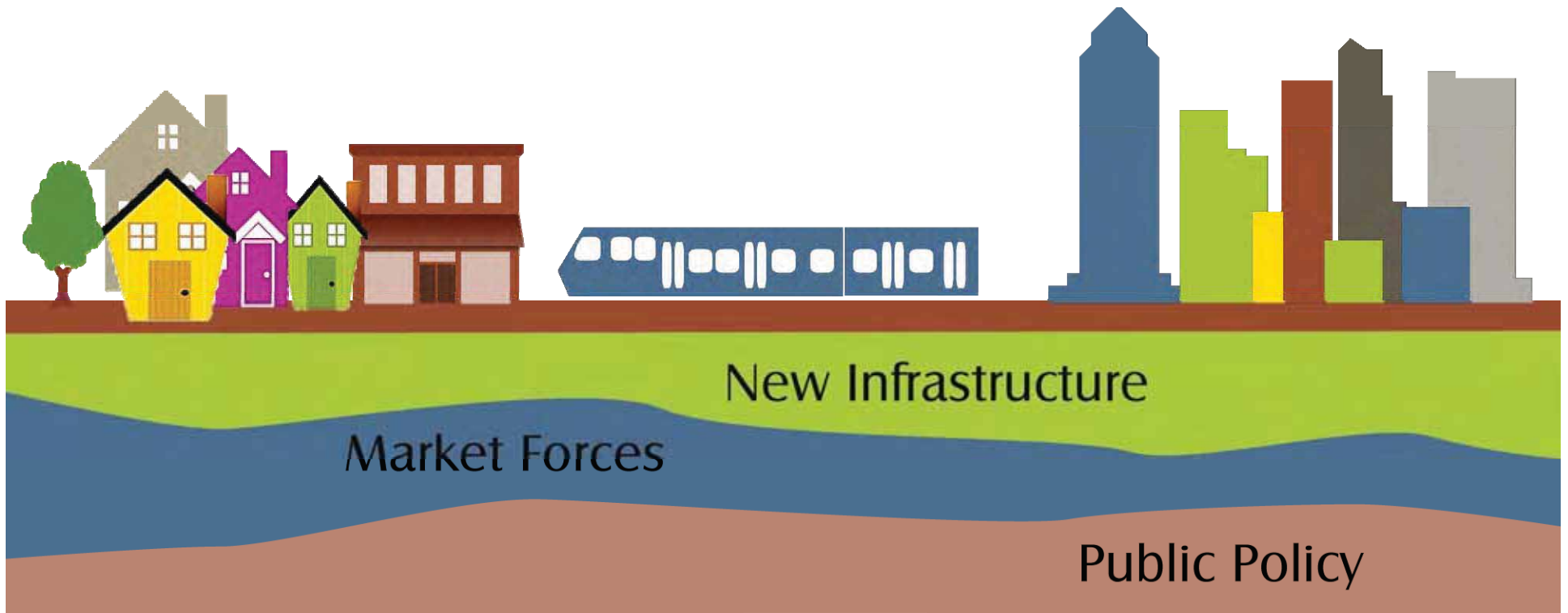
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- Transit access affects location decisions



Transit Alone Is Not Enough

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What Actions Are Needed?

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- ✓ Steady, sustained, consistent policy
- ✓ Direct growth to priority areas for momentum / critical mass
- ✓ Balanced, but consistent emphasis on the plan when conflicts arise
- ✓ Consider impacts of other transportation investments that may not support the plan
- ✓ Consider impacts of other land use decisions in the city or region that may not support the plan



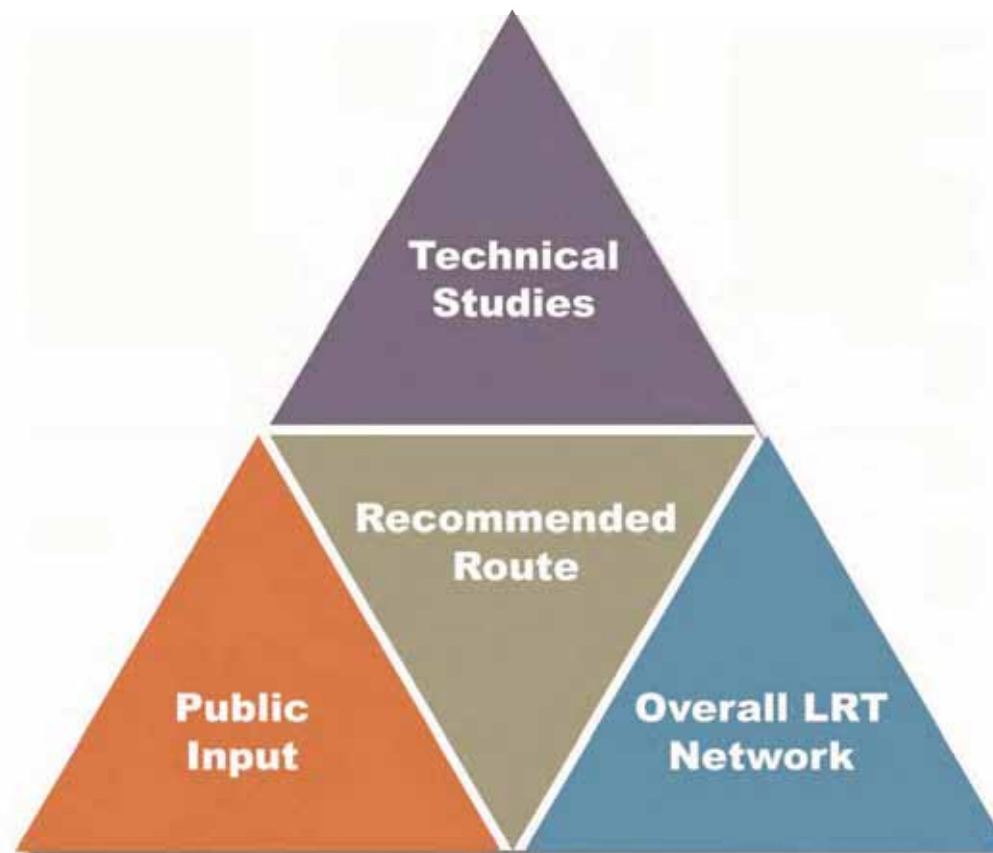
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Screening & Details of the Recommended Corridor

LRT Corridor Planning Process

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Purpose Statement

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Establish an LRT connection between Downtown and Northwest Edmonton

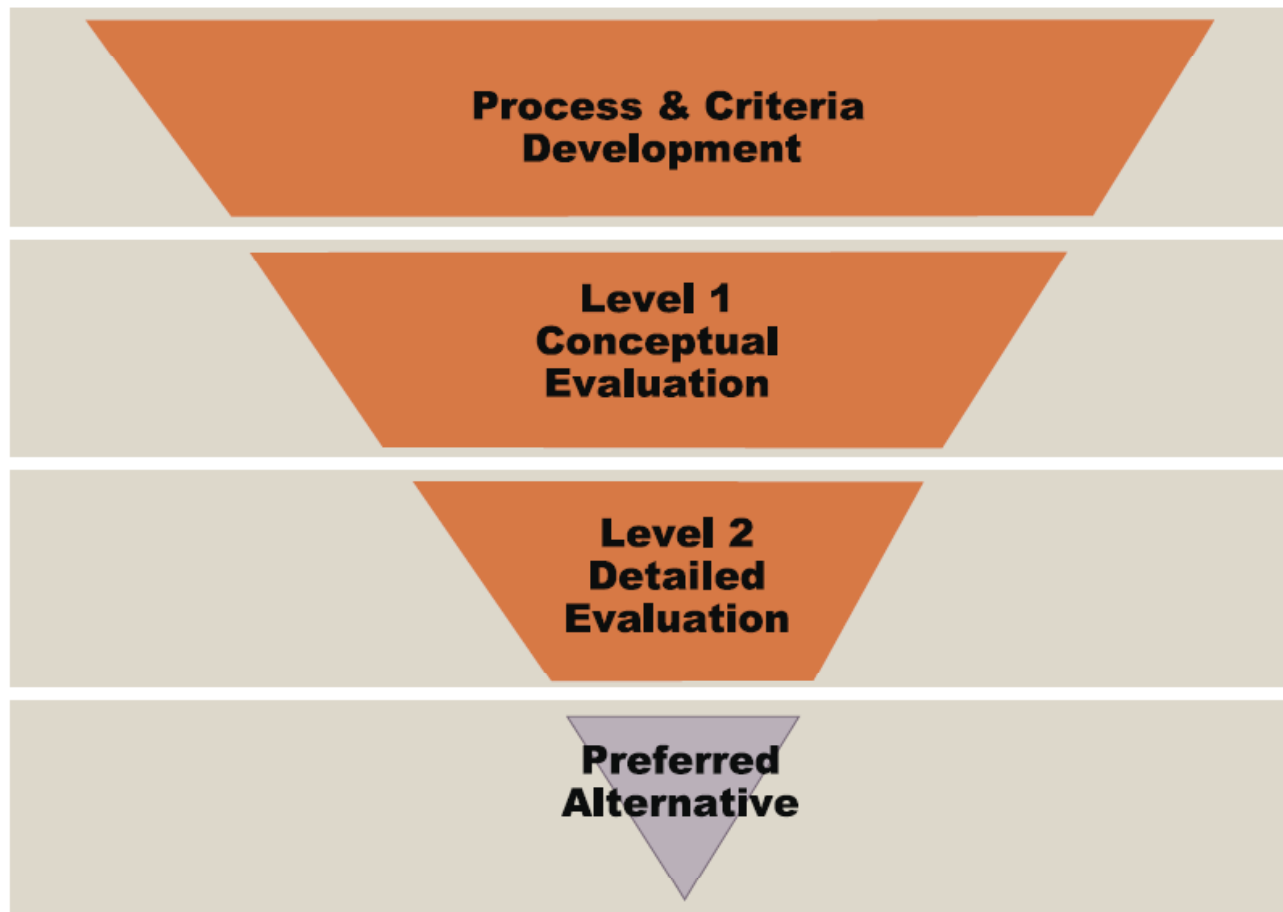
The guiding principles supporting this purpose include:

- Maintain consistency with the Transportation Master Plan (TMP), Municipal Development Plan (MDP), the City's strategic direction, LRT System Network Plan, St. Albert's TMP and integrated land use framework, as well as the Capital Region Plan
- Shape land use to promote a more compact urban form
- Maximize use of existing transportation corridors
- Connect existing and future activity centers
- Increase transit system effectiveness
- Promote economic development/redevelopment
- Respect neighborhoods
- Respect parklands, river valley and ravine system
- Maximize cost effectiveness
- Provide opportunities for future system expansion



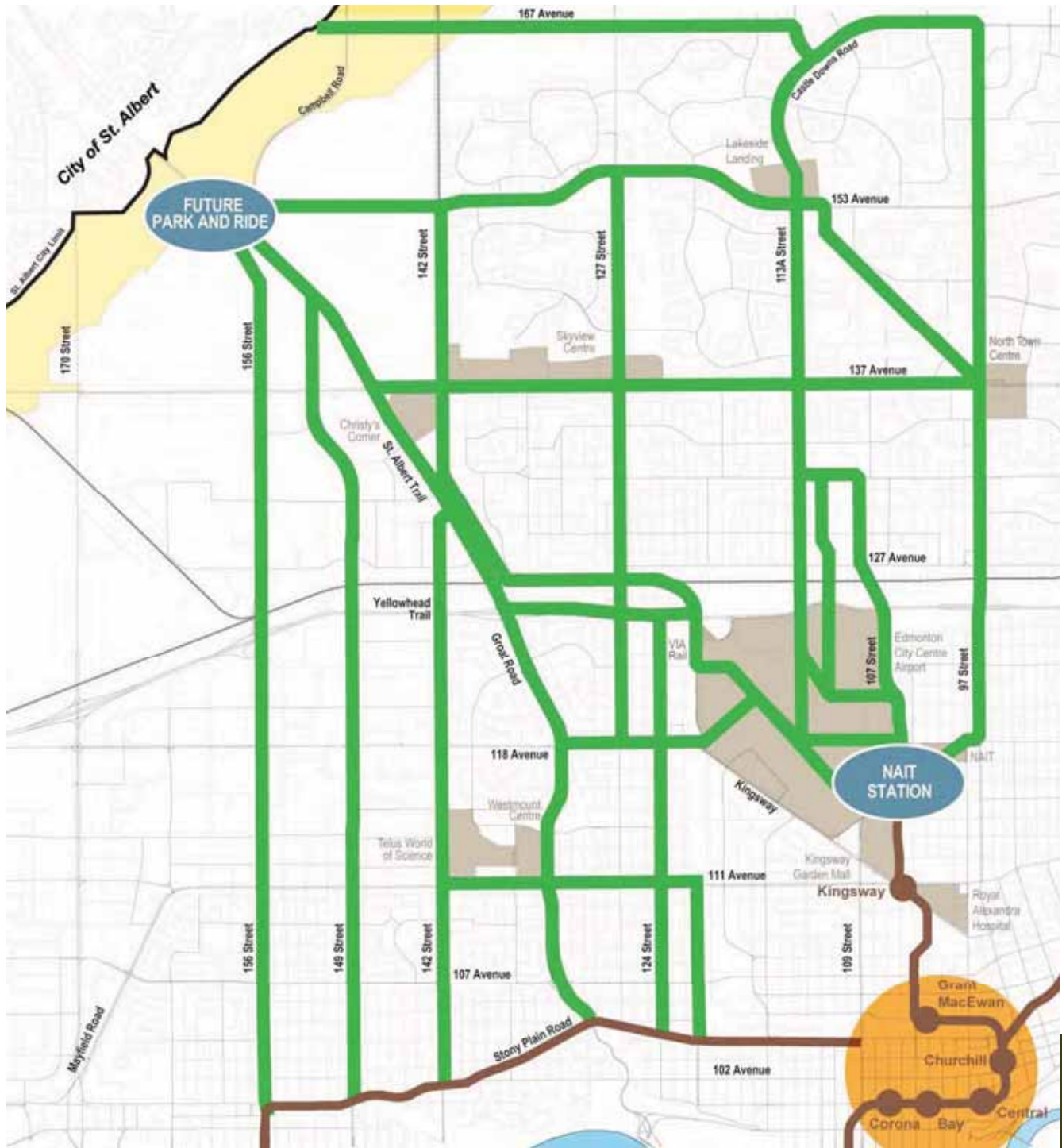
Alternatives Analysis Process

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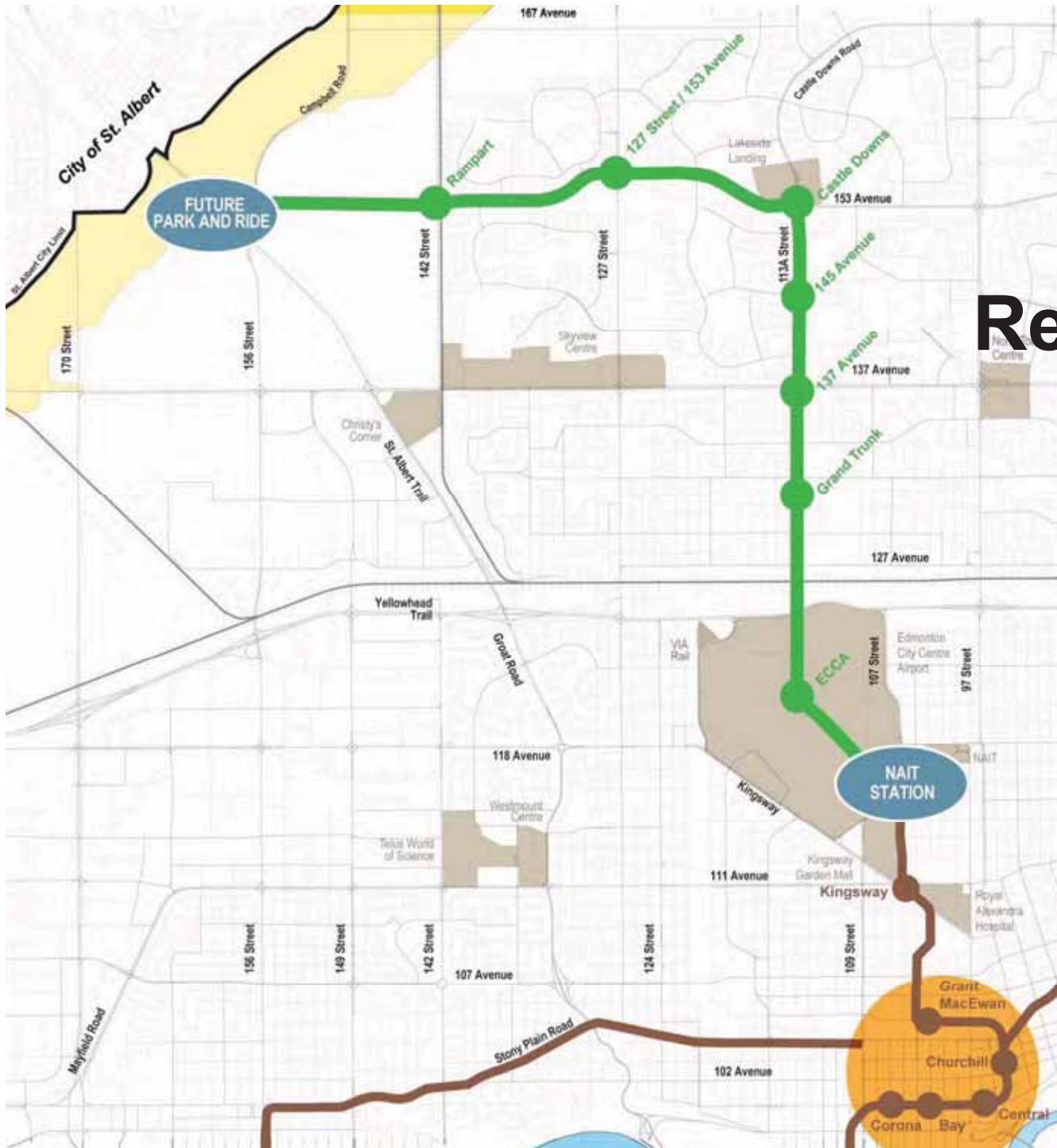
Corridor Options



Corridor Options



Corridor Options



Recommended Corridor

Recommended Corridor

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- New Park and Ride near Campbell Road/St. Albert Trail
- 153 Avenue
- Castle Downs
- 113A Street
- Griesbach
- Grand Trunk Park
- New connection over /under CN rail yards and Yellowhead Trail
- ECCA potential redevelopment
- Connection to future NAIT station (North LRT)



Council Approved Corridor Screening Criteria

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Social Environment

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Natural Environment

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“Givens”, Benefits, & Trade Offs

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- Comparison of corridors
- Defines the corridor (future phases define details within the corridor)
- Corridor serves regional and local trips
- There are impacts
- Worked towards a balance
 - Minimize impacts while creating improved mobility options
- Potential positive transportation and land use effects
- New connection across CN rail yards and Yellowhead Trail
- Minimize property acquisition by removing:
 - service roads
 - traffic lanes
 - on-street parking
- Constrained Right-of-Ways



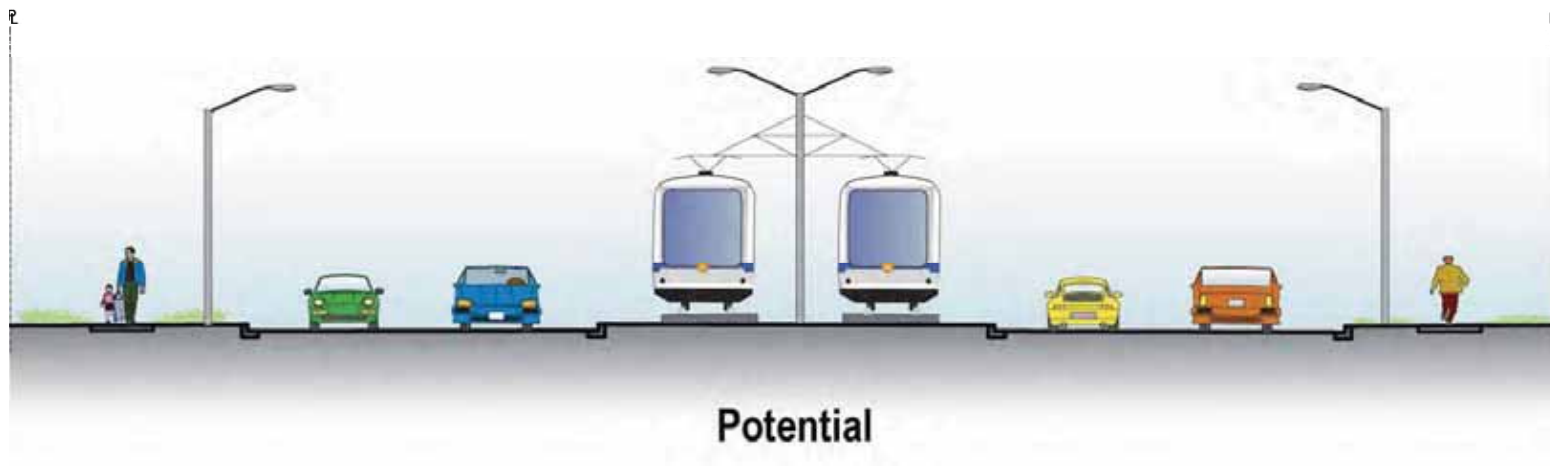
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Recommended Corridor Flyover

Recommended Corridor - Section 1

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Looking west on future 153 Avenue extension

Recommended Corridor – Photo 1

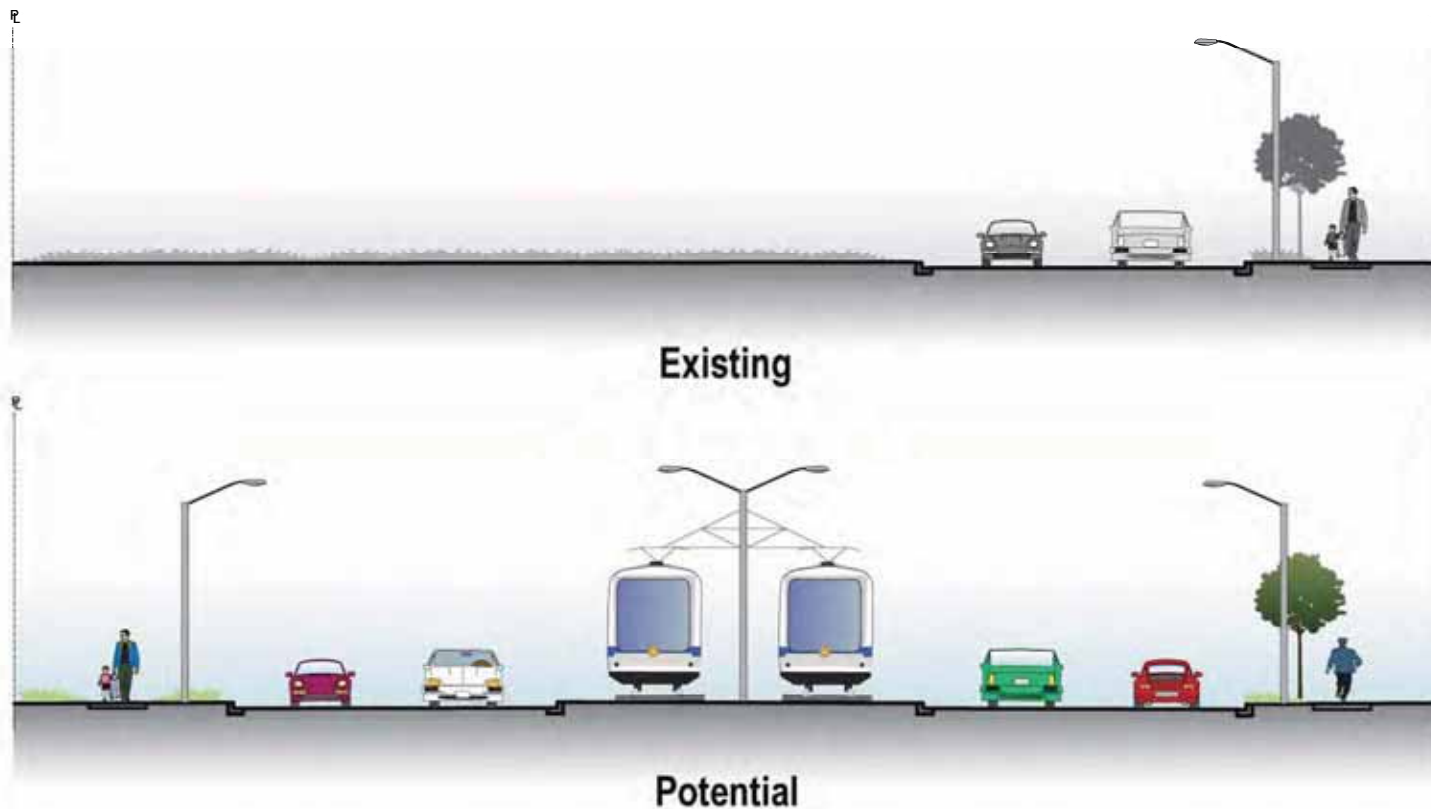
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Looking west on future 153 Avenue extension

Recommended Corridor - Section 2

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Looking west on 153 Avenue at 135 Street

Recommended Corridor – Photo 2

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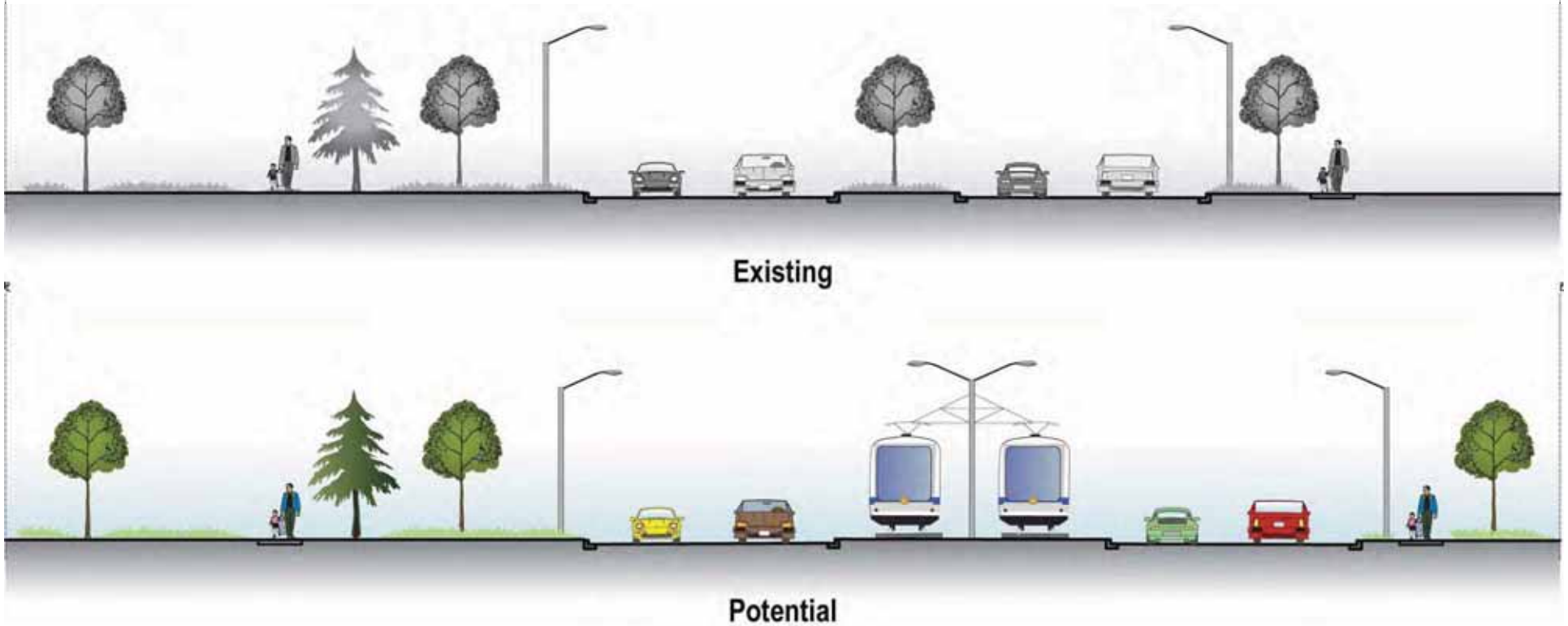


Photo Credit: Google Earth

Looking west on 153 Avenue at 135 Street

Recommended Corridor - Section 3

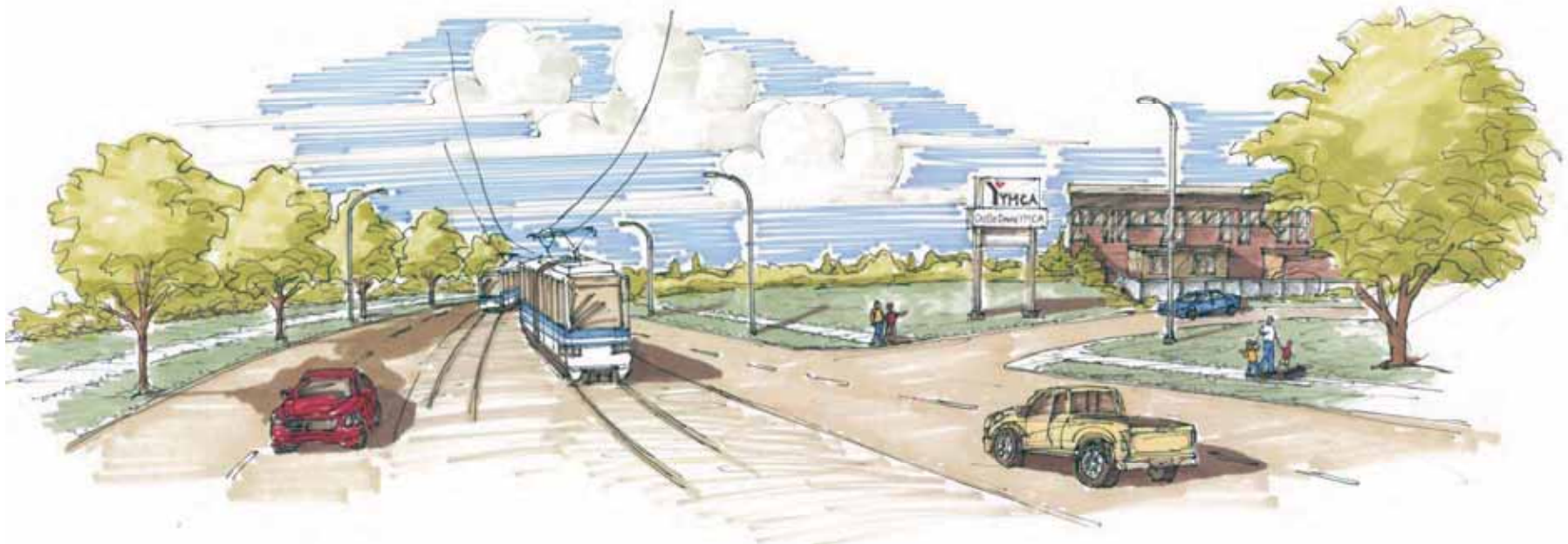
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Looking west on 153 Avenue at 119 Street

Recommended Corridor – Image A

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Looking west on 153 Avenue at 116 Street

Recommended Corridor – Photo 3

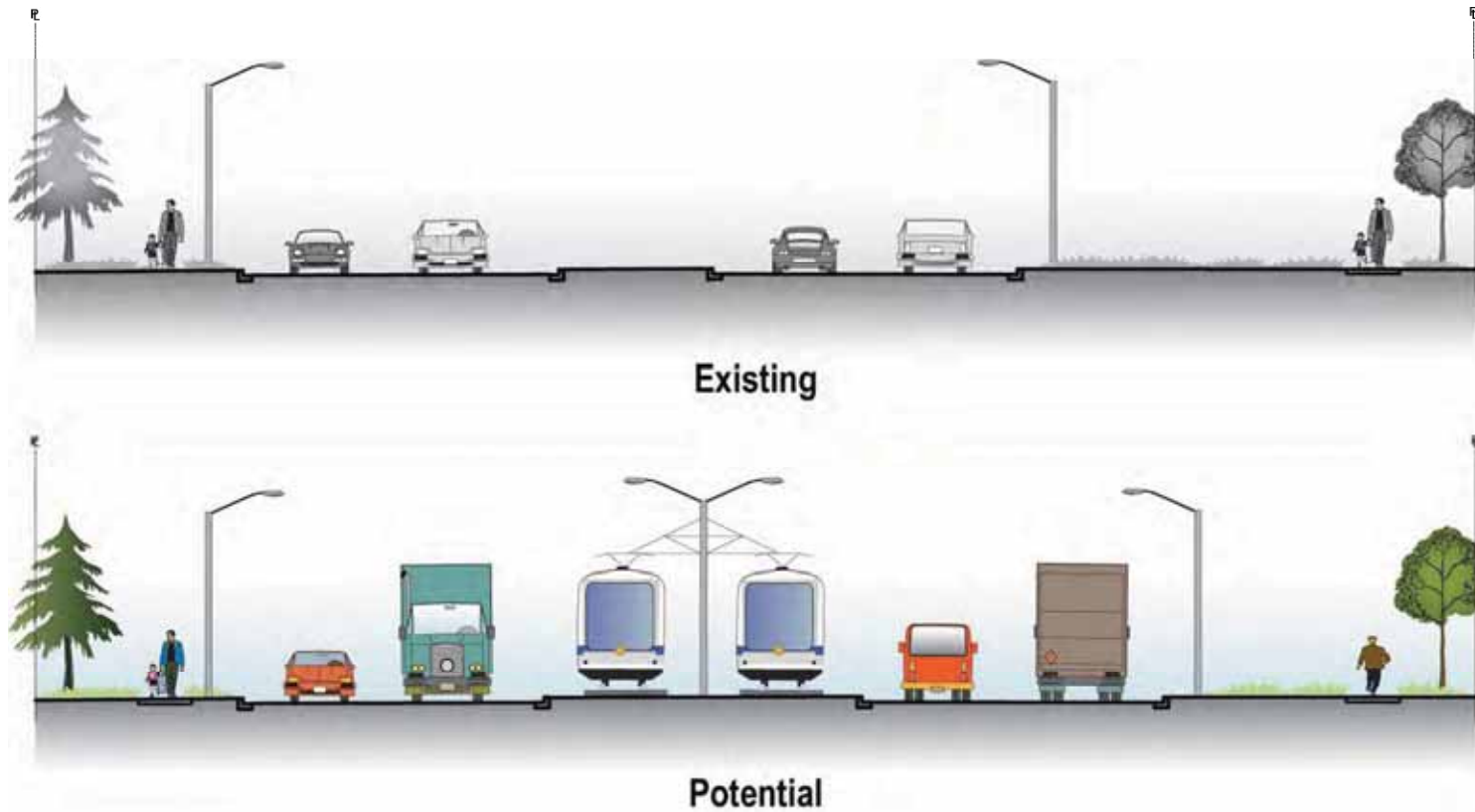
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Looking west on 153 Avenue at 119 Street

Recommended Corridor – Section 4

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Looking north on 113A Street at 142 Avenue

Recommended Corridor – Image B

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Looking north on 113A Street at 145 Avenue

Recommended Corridor – Photo 4

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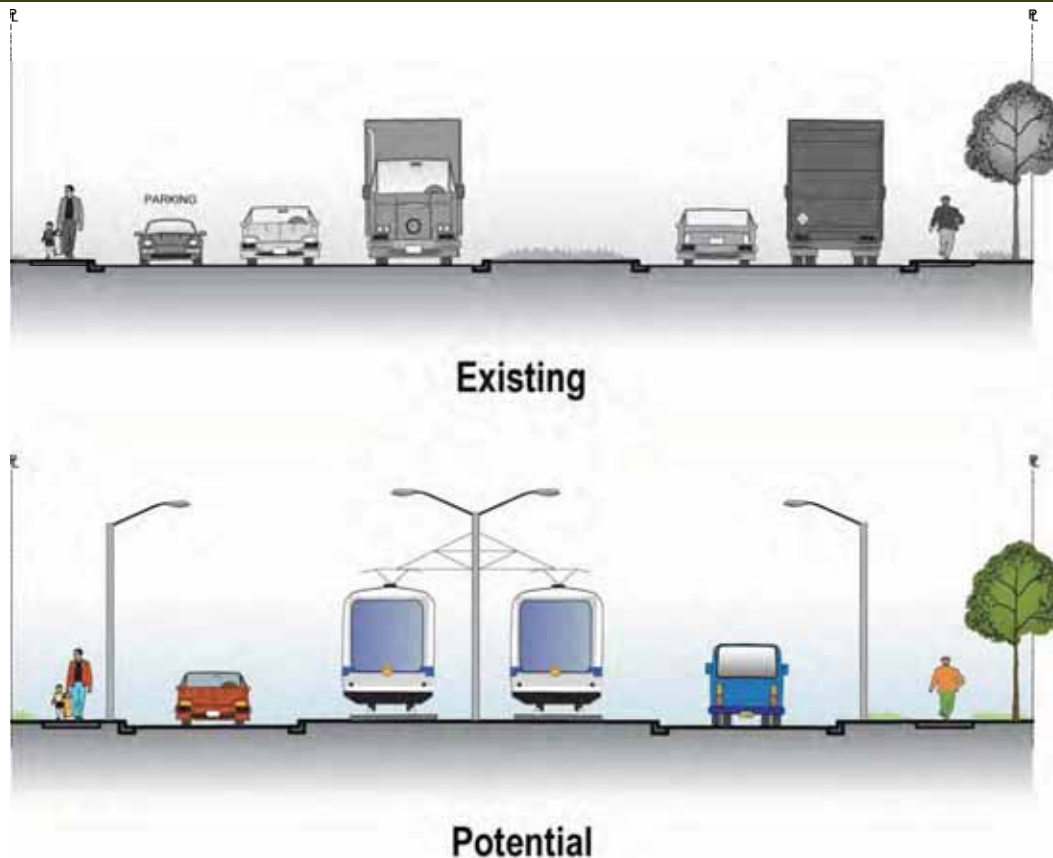


Photo Credit: Google Earth

Looking north on 113 A Street at 145 Avenue

Recommended Corridor – Section 5

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Looking north on 113A Street at 133 Avenue

Recommended Corridor – Photo 5

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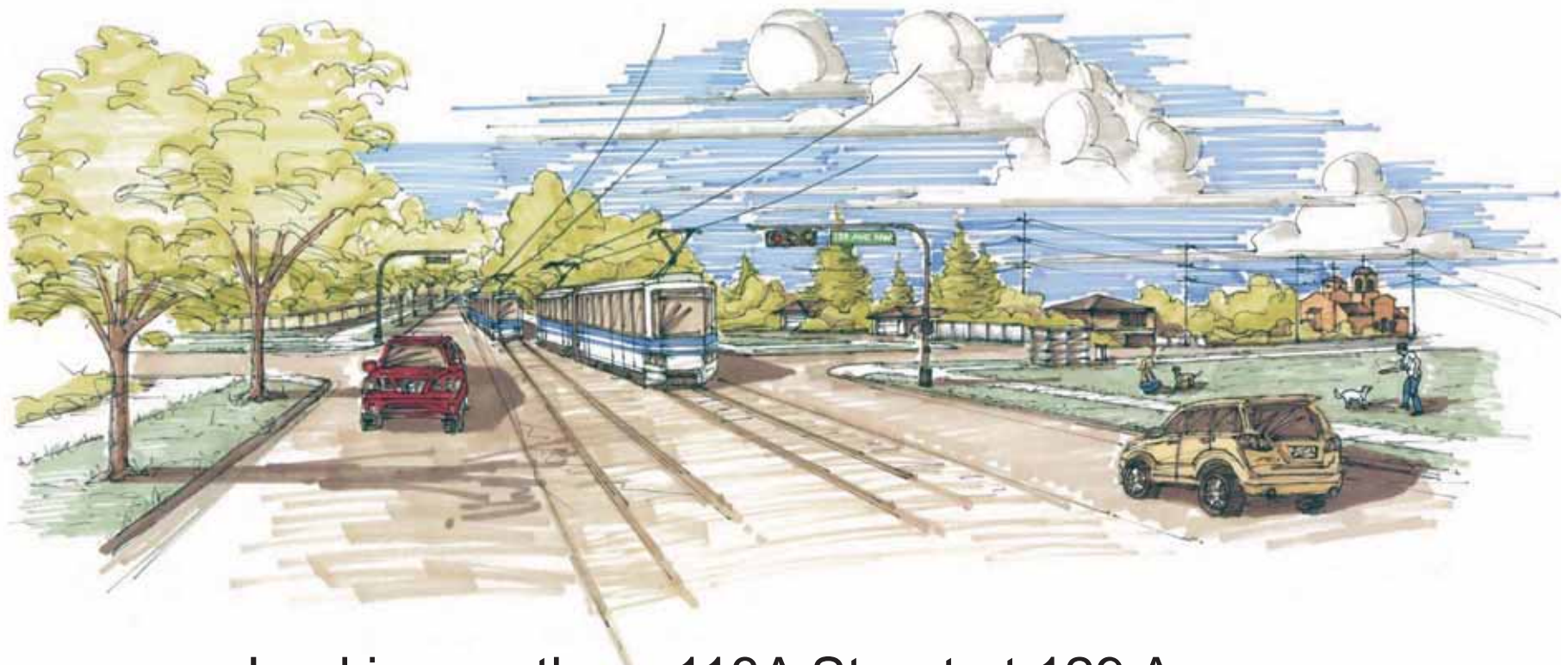


Photo Credit: Google Earth

Looking north on 113 A Street at Grand Trunk Park

Recommended Corridor – Image C

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Looking north on 113A Street at 129 Avenue

Recommended Corridor – Photo 6

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Looking south towards ECCA

Next Steps

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Corridor Definition



- Path for the NW LRT
- Comparative analysis
- General impacts and benefits

Alignment Definition



- Detailed layout of the NW LRT
- Track location (center or side)
- Exact station locations
- Roadway configurations
- Property acquisitions

Engineering



- Preliminary engineering
- Final engineering

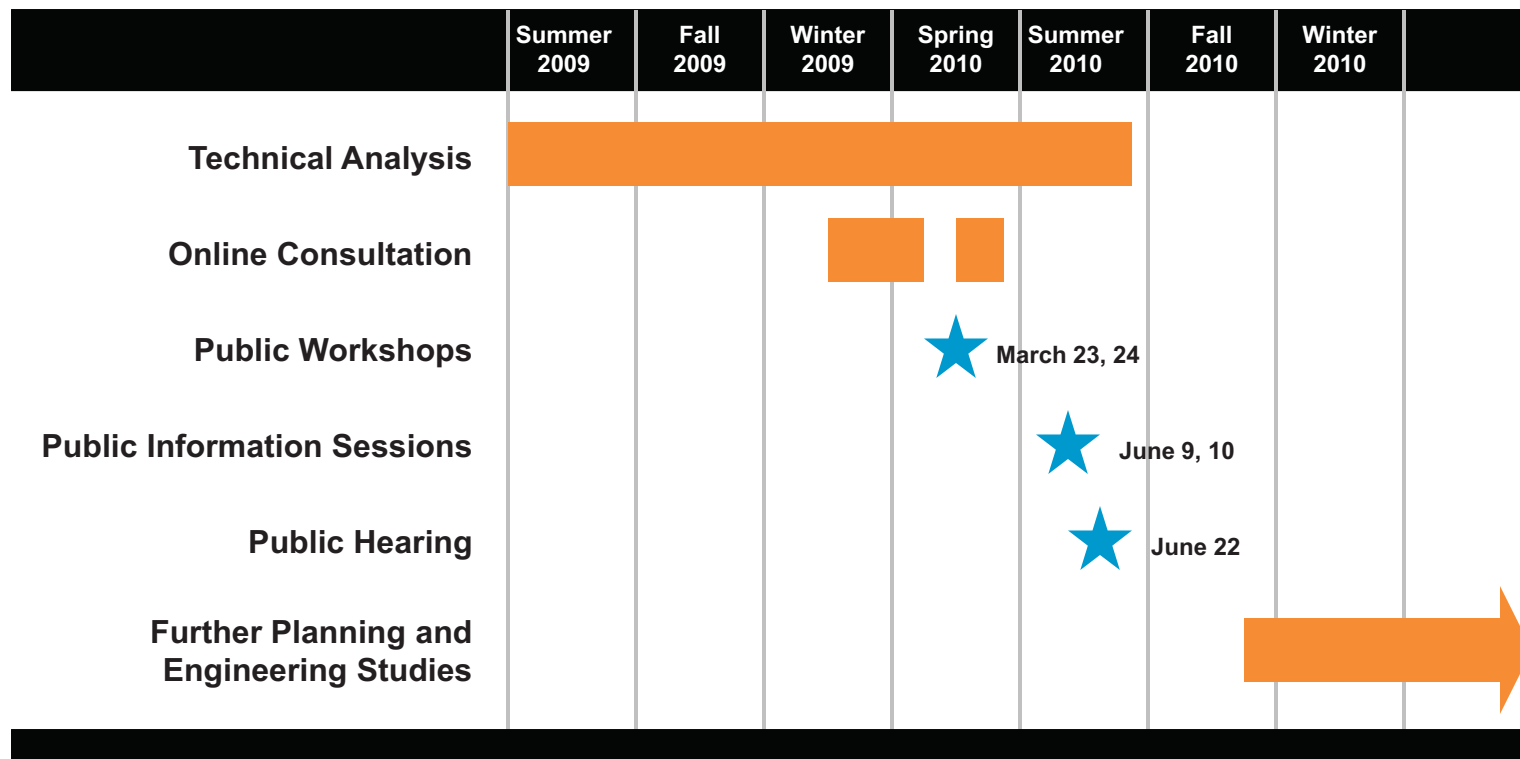
Construction



- Construction
- Conventional, design build, etc.

Next Steps

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Question and Answer Session



Question and Answer Session “Ground Rules”

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- 2 minutes for each participant to ask a question or make a comment
- One follow-up question (1 minute)
- Will recognize 4 people for each round of questions; persons with microphones will go to those participants to ask their questions
- 3 rounds of questions
- Additional questions from same person not recognized until no new participants are wanting to ask questions
- Questions and responses will be recorded; please use microphones



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THANK YOU!