



West LRT Information Session

www.edmonton.ca/LRTProjects

Welcome

Stony Plain Road Business District to Downtown

November 30, 2010



Tonight's Meeting Purpose

www.edmonton.ca/LRTProjects

- Present Recommended Concept Plan
 - alignment
 - station locations
 - neighborhood access
 - noise study results
- Build on what we heard in September
- Recommendation is going forward for Committee of Council (TPW) consideration at non-statutory public hearing on December 8



Proposed Agenda

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- Welcome and Introductions
- Project Background
- Overall West LRT Recommended Alignment
- Segment walkthrough of alignment, stations, and neighborhood access
- Noise Study Results
- Question and Answer



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SPR Business District to Downtown

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Project Background

Council Approvals

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Council Approvals to Date

- LRT Network Plan *(June, 2009)*
- Southeast and West LRT Corridor *(December, 2009)*
- Downtown Corridor *(June, 2010)*

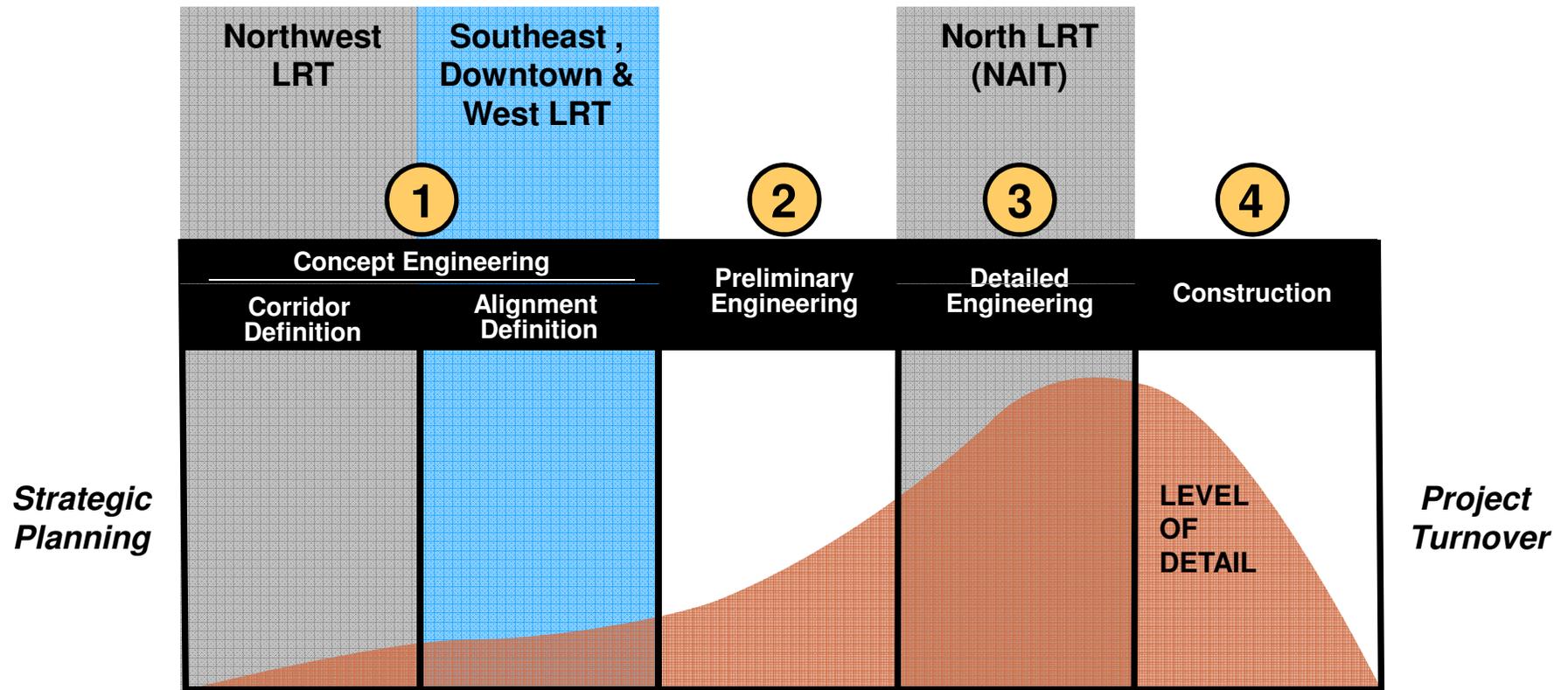


Upcoming Council Considerations

- Concept Plan Review *(December 8, 2010)*
- Council Concept Plan Consideration *(January 19, 2011)*

LRT Development

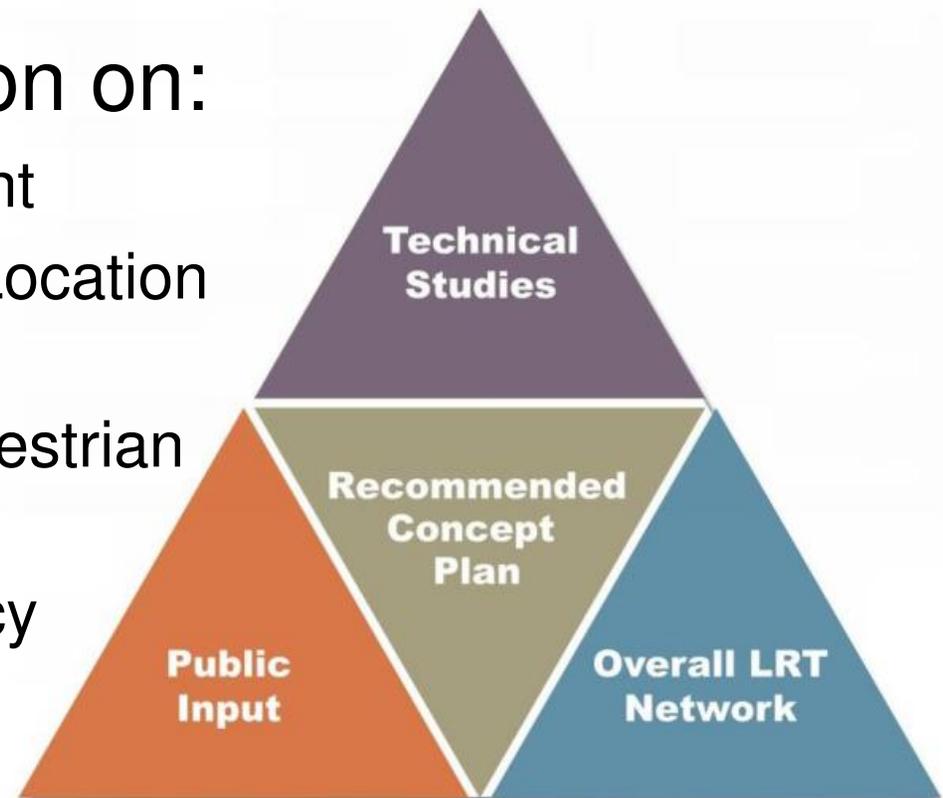
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Where We Are in the Process Today

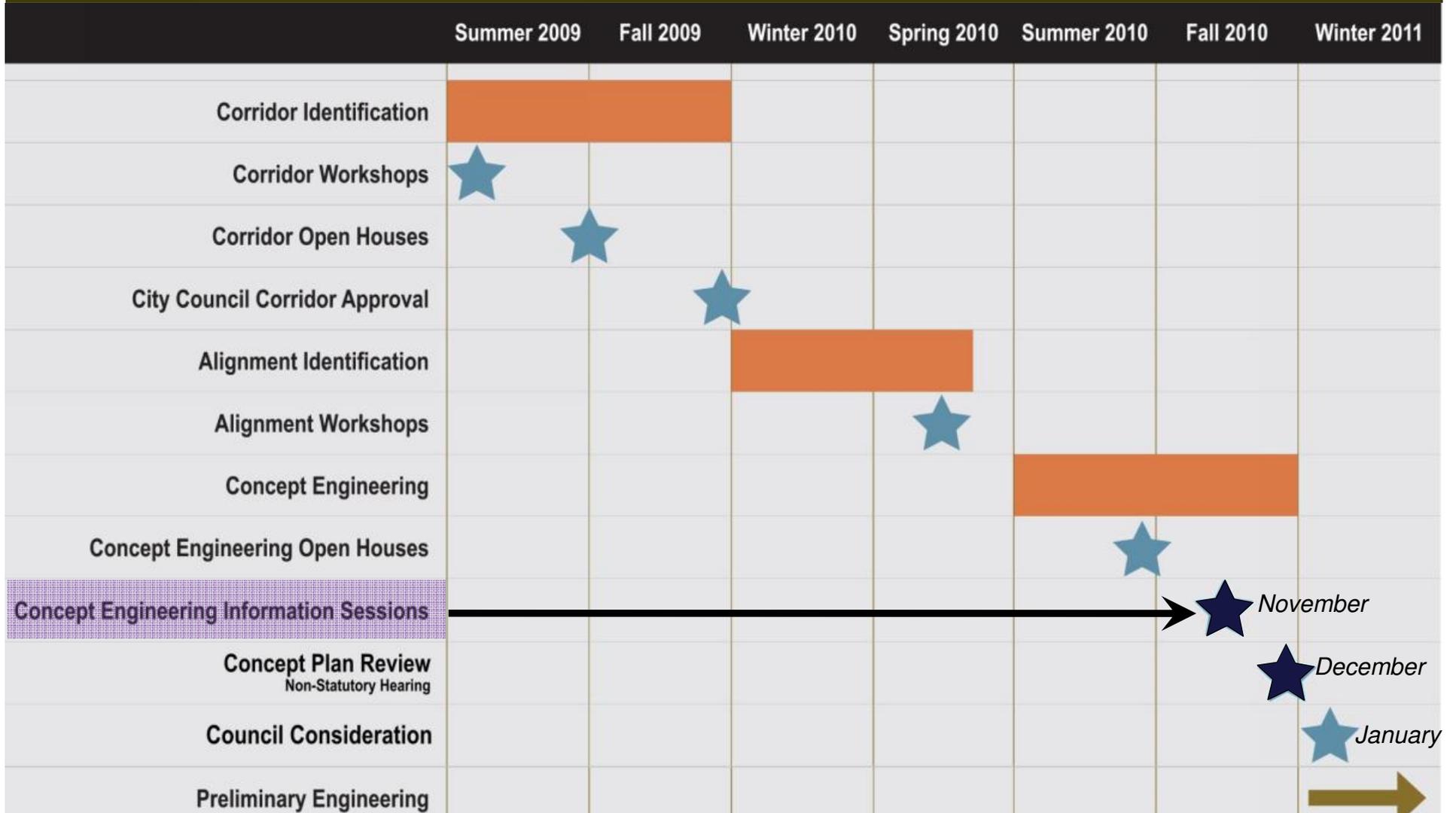
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- Presenting information on:
 - Recommended Alignment
 - Recommended Station Location and Configuration
 - Neighbourhood and Pedestrian Access
 - Urban Traffic Noise Policy and Noise Study Results



Where We Are Going

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LRT Network

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Urban Style LRT

www.edmonton.ca/LRTProjects



Charlotte, North Carolina
Willamor Media flicker



San Jose, CA

© 2005 Peter Ehrlich



New Jersey, NY
Paul David Gerber



Croydon, UK
Andrew Grantham, FLicker

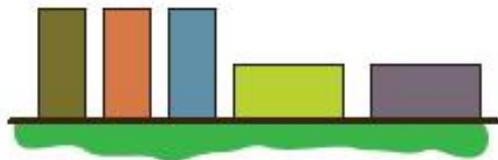


Station Typologies

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Mixed Use / Town Centre Stations



Employment Centre Stations



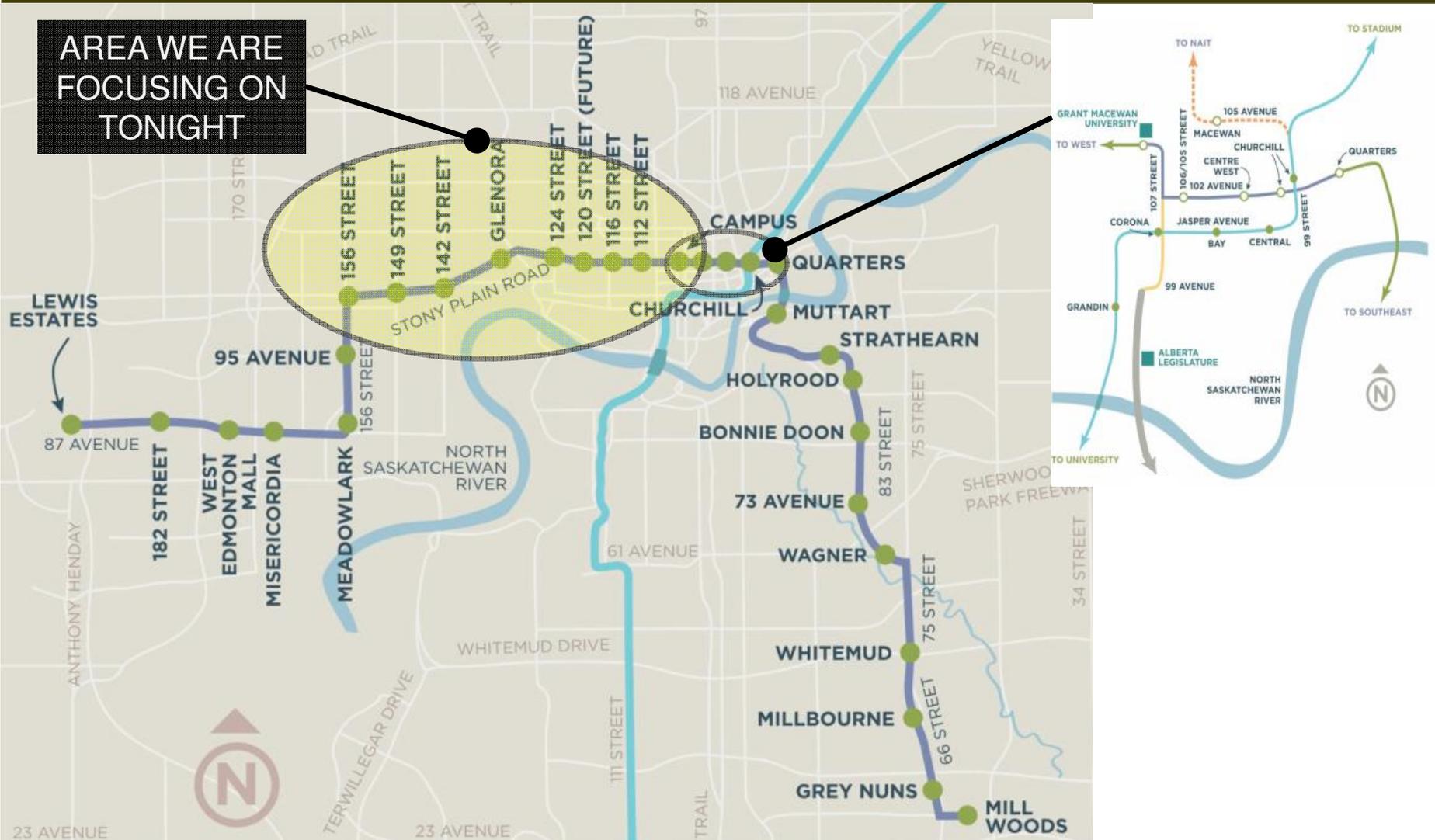
Residential Centre Stations

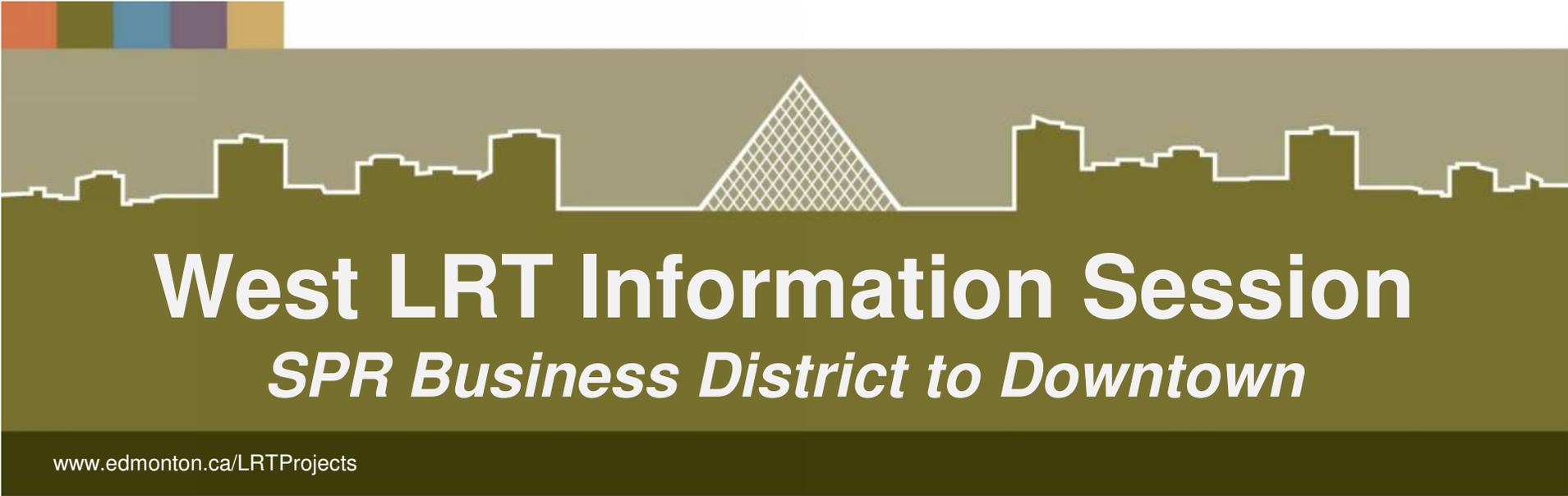


Southeast and West LRT Corridors

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AREA WE ARE FOCUSING ON TONIGHT





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Public Involvement Process & Update

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Process

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Review and Evaluate Options

- Community/neighbourhood-based workshops
- Stakeholder meetings and presentations

May/June 2010

Present Draft Concept Plan for Feedback

- Open Houses with questionnaire

September 2010

Info Sessions with Recommended Plan

November 2010

Public Hearing/Council

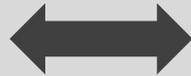
December 2010

What We Heard

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Competing Themes:

ensure easy
access into
neighborhoods



reducing
travel lanes

station location



intersection
operations

pedestrian access
across the
roadways



vehicle
travel times

neighborhood
access



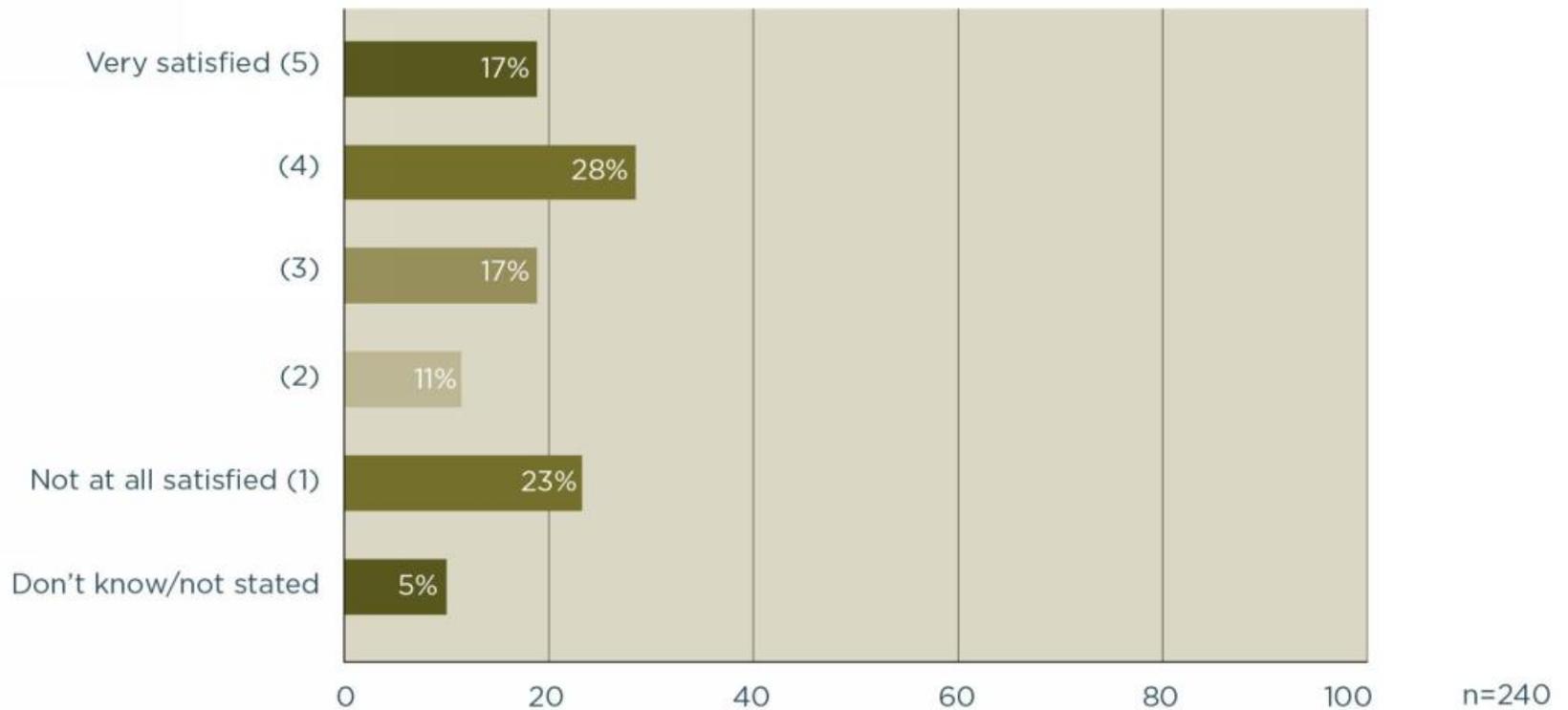
neighborhood
short-cutting



Concept Plan Satisfaction

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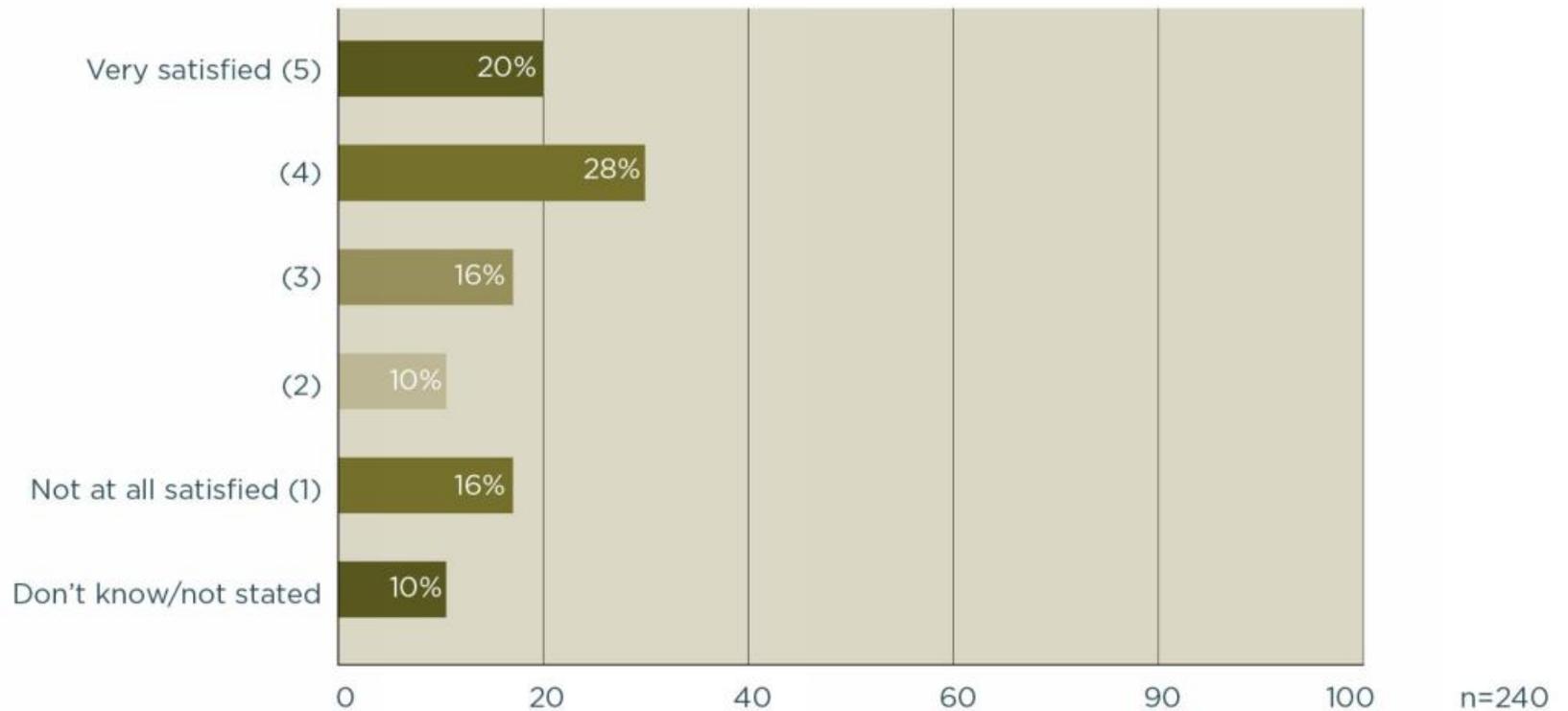
How satisfied were you with the Draft LRT Concept Plan?



LRT Alignment

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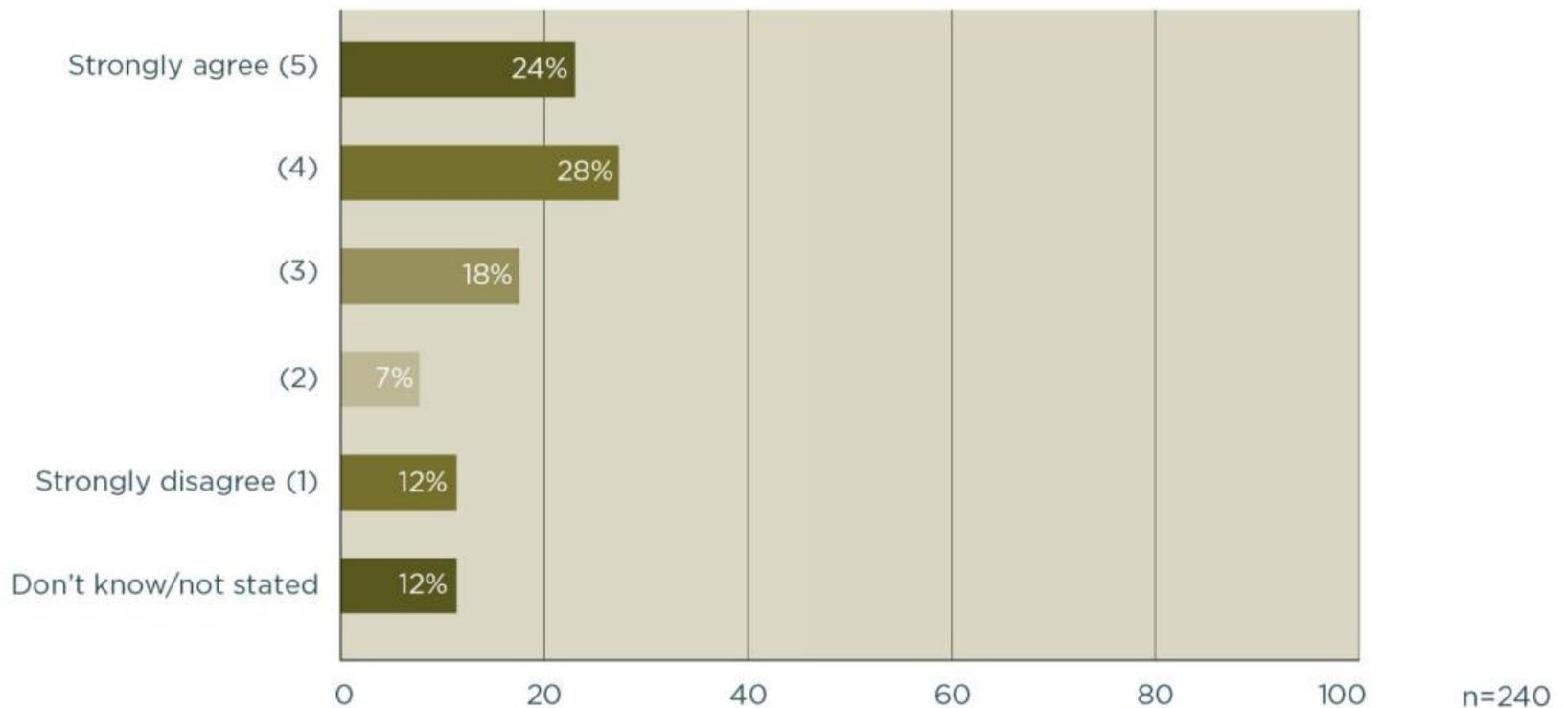
How satisfied are you with the proposed track location within the LRT Corridor?



Station Locations

www.edmonton.ca/LRTProjects

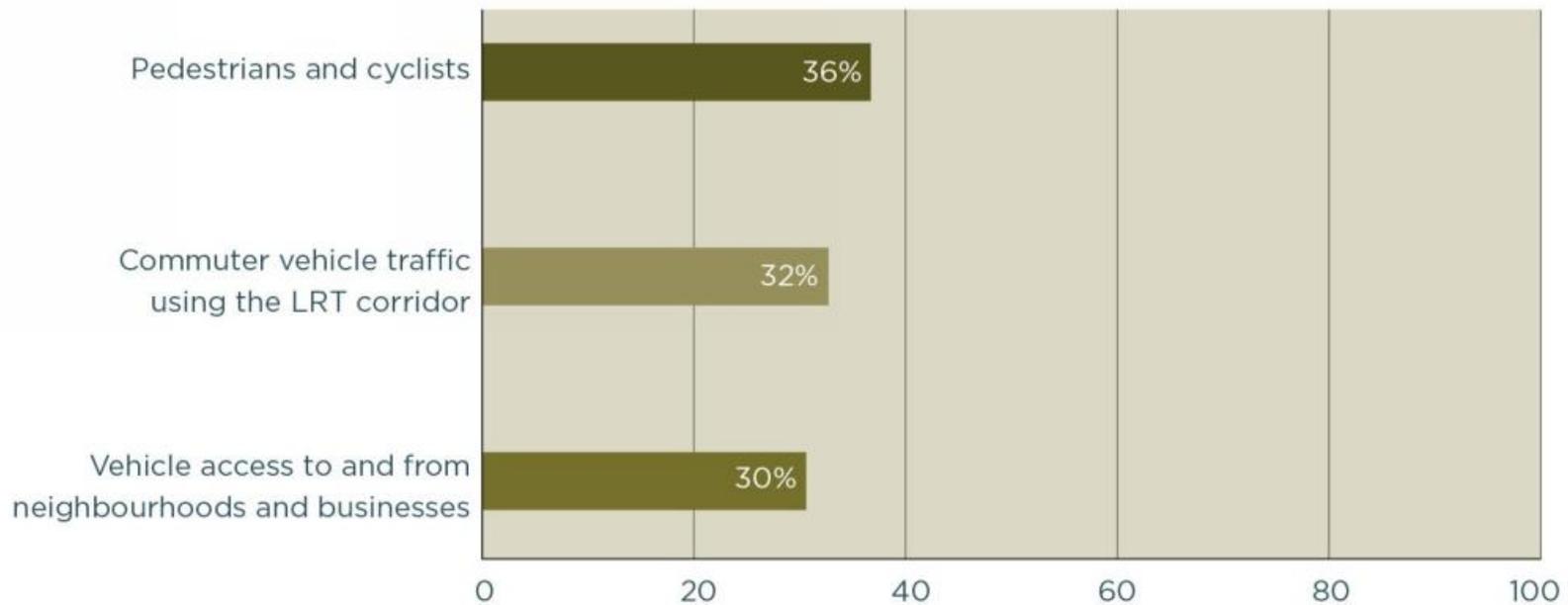
Agreement that the proposed LRT station locations will provide convenient access to important destinations?



Access

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Satisfaction with efforts to accommodate the following user groups



n=240



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Recommended Alignment





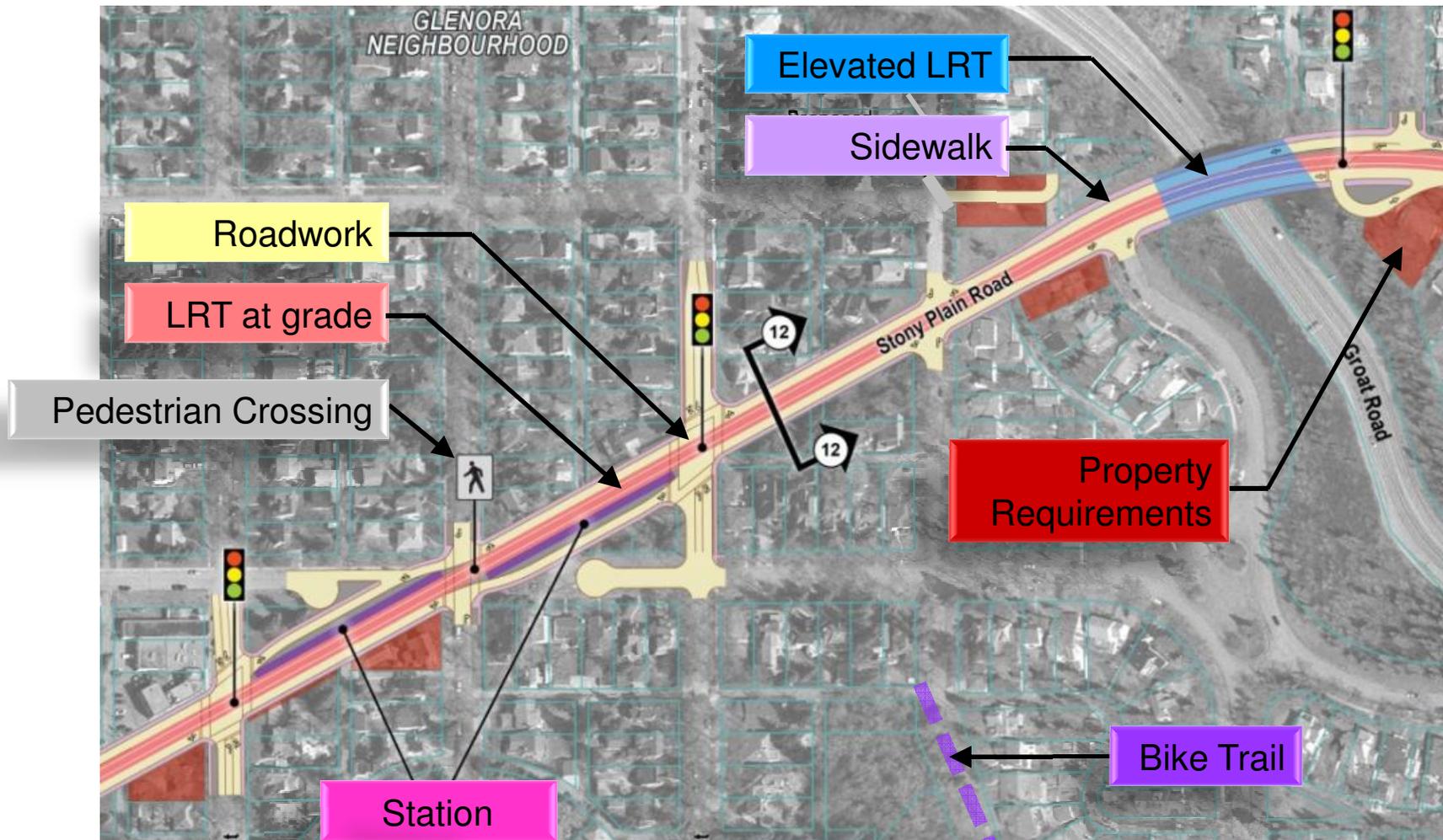
Highlighted Changes Since September

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- The 182 Street station moved to west side of 182 Street
- Access to Misericordia Hospital at 169 Street/87 Avenue
- On-street parking added on the 87 Avenue between 165 Street and 159 Street
- The Jasper Place bus terminal will be relocated closer to LRT Station
- Additional potential property requirements identified on Stony Plain Road as part of Jasper Place Revitalization Strategy
- A new right-in, right-out access will be created at 144 Street
- A new pedestrian crossing under Groat Road
- Station added at 120 Street
- 118 Street Station being moved to 116 Street

Legend / Key

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Alignment / Stations – Stony Plain Road Business District

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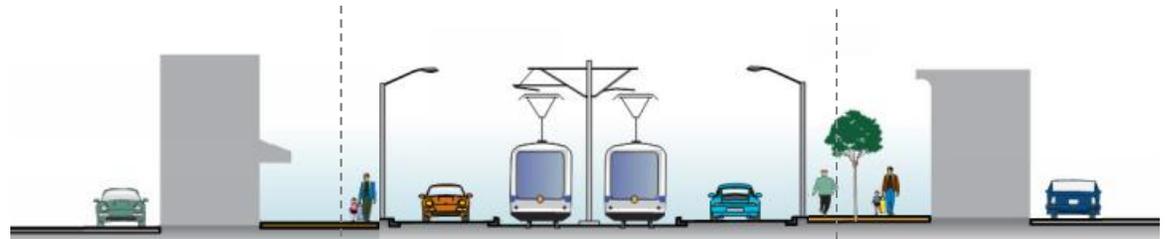
subject to change



Centre Running LRT



Proposed Cross Section



Possible Cross Section

Stony Plain Road Business District

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Access – Stony Plain Road Business District

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subject to change



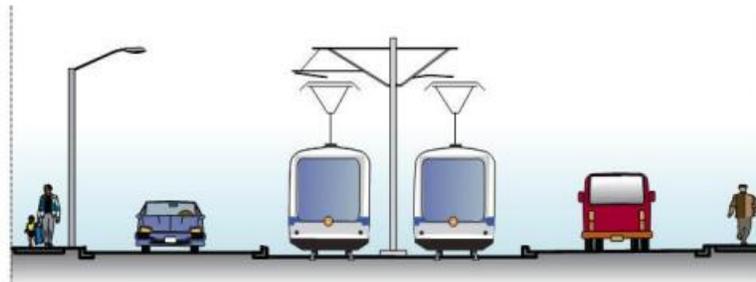
Alignment / Stations – Grovenor

www.edmonton.ca/LRTProjects

subject to change



Centre Running LRT



Access – Grovenor

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subject to change



Alignment / Stations – Glenora

www.edmonton.ca/LRTProjects

subject to change



Centre Running LRT

Glenora

www.edmonton.ca/LRTProjects

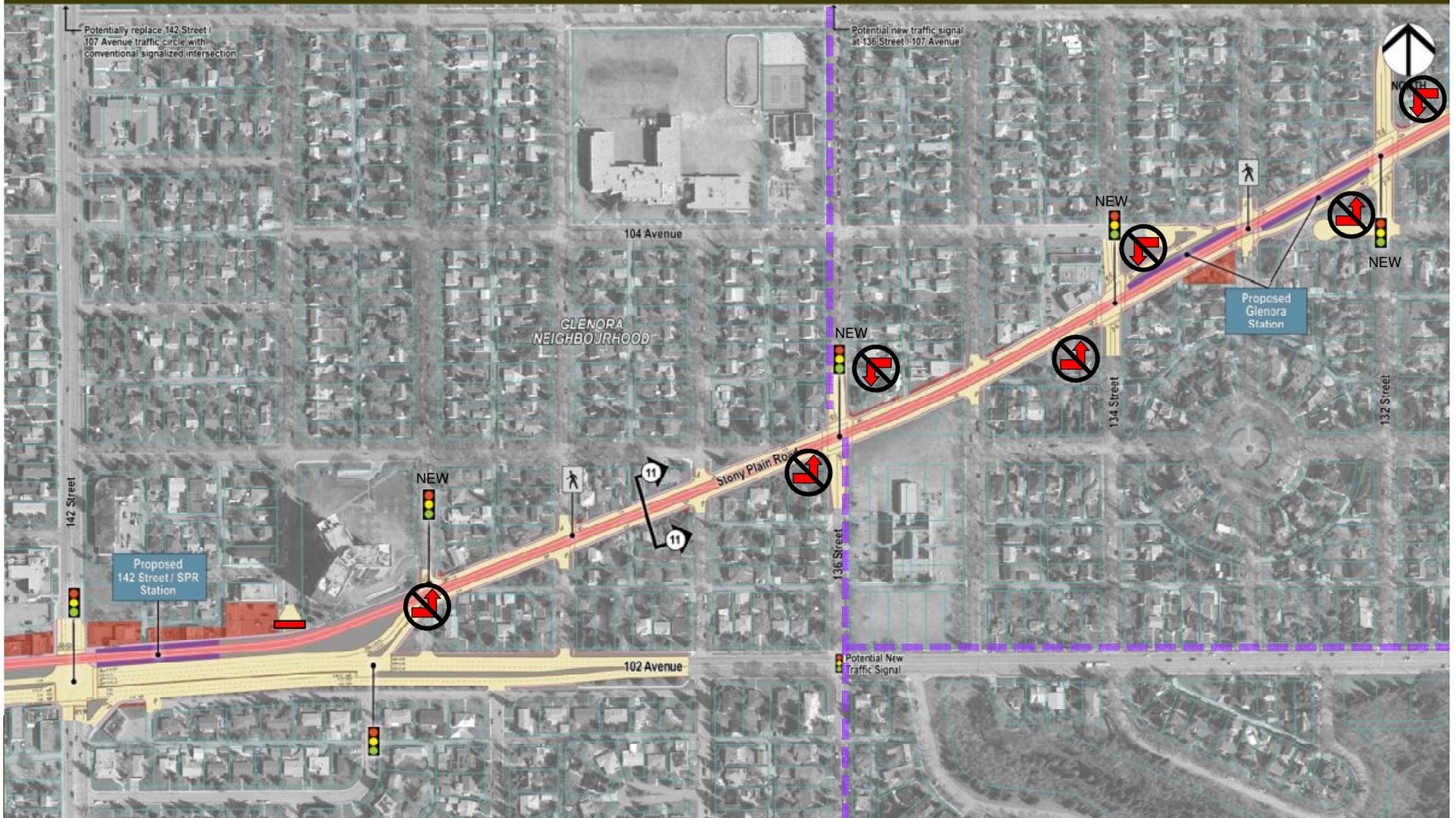


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Access – Glenora

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subject to change



Alignment / Stations – Groat Road

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subject to change



Centre Running LRT



Access – Groat Road

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subject to change



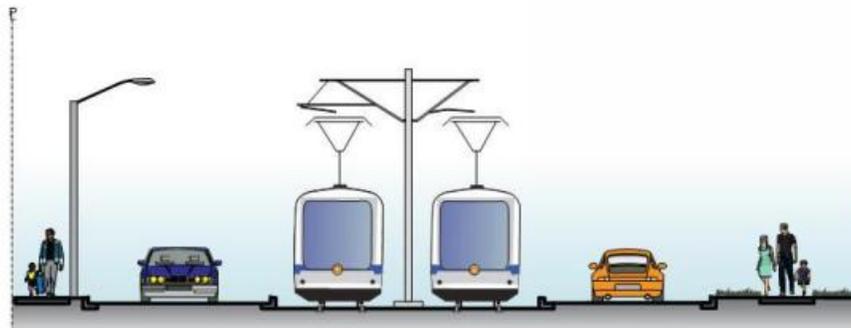
Alignment / Stations – Oliver

www.edmonton.ca/LRTProjects

subject to change



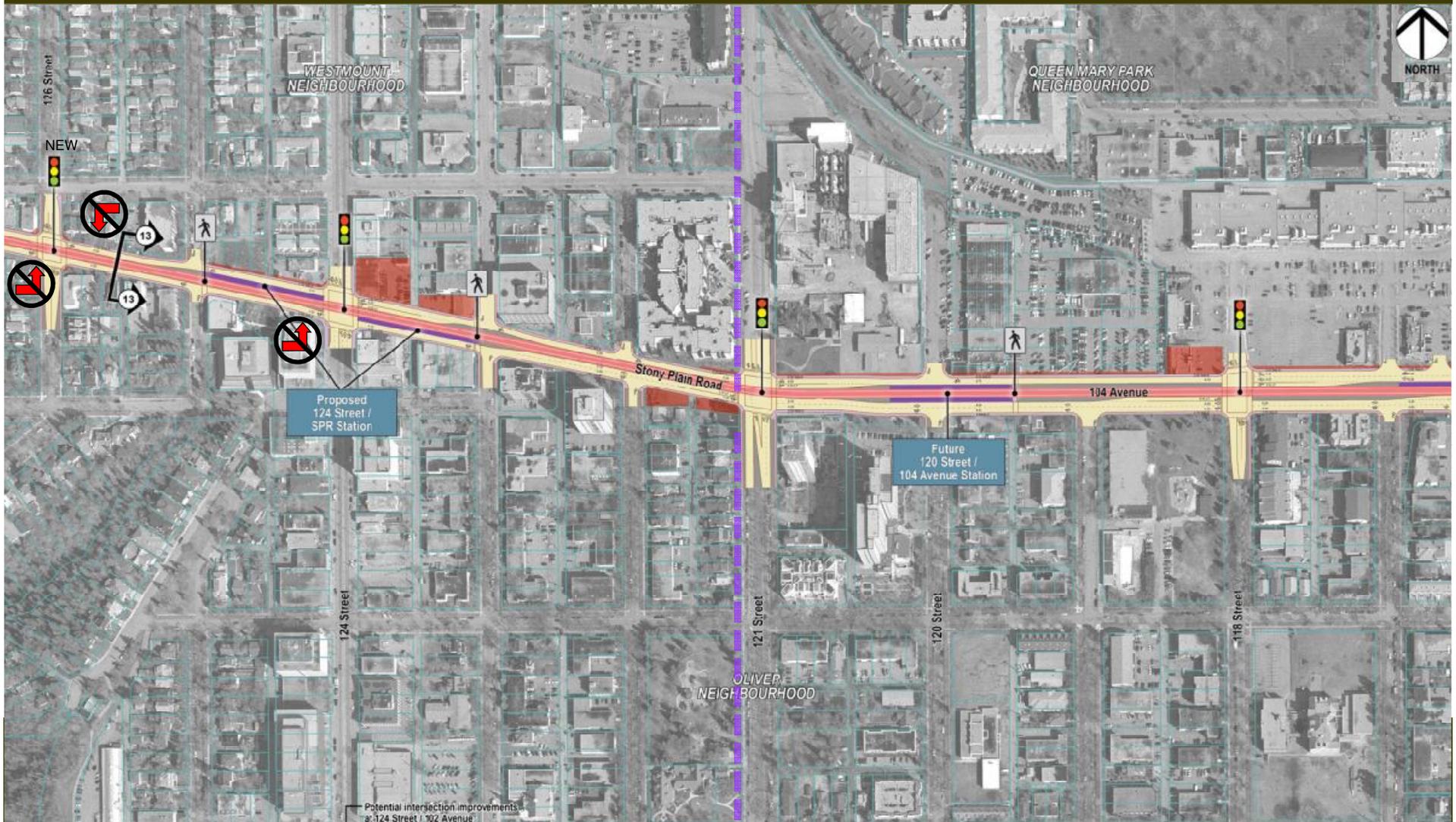
Centre Running LRT



Access – Oliver

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subject to change



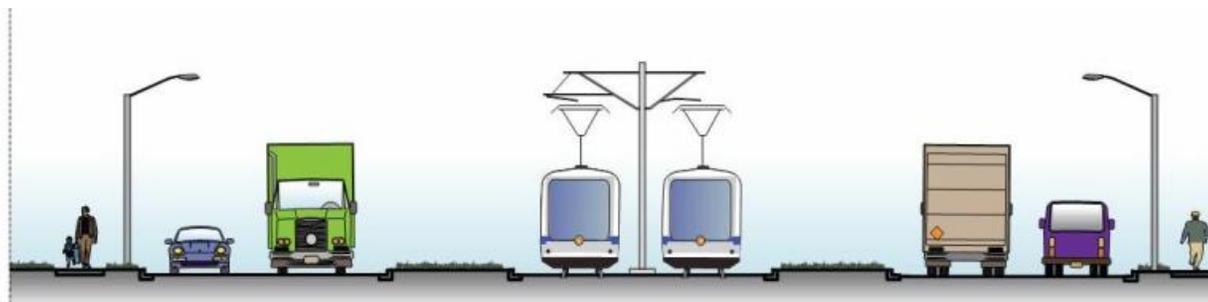
Alignment / Stations – Downtown

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subject to change



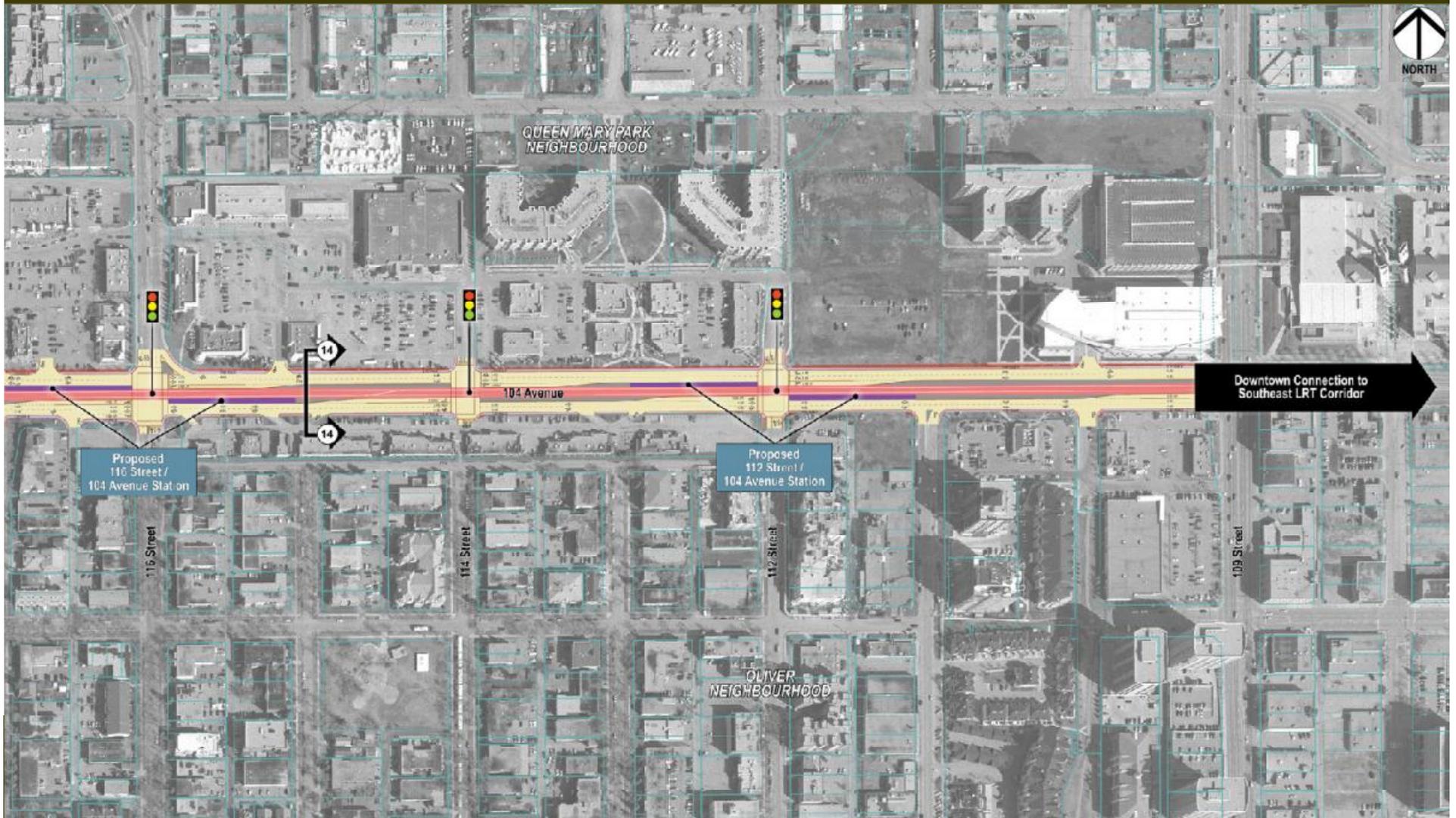
Centre Running LRT

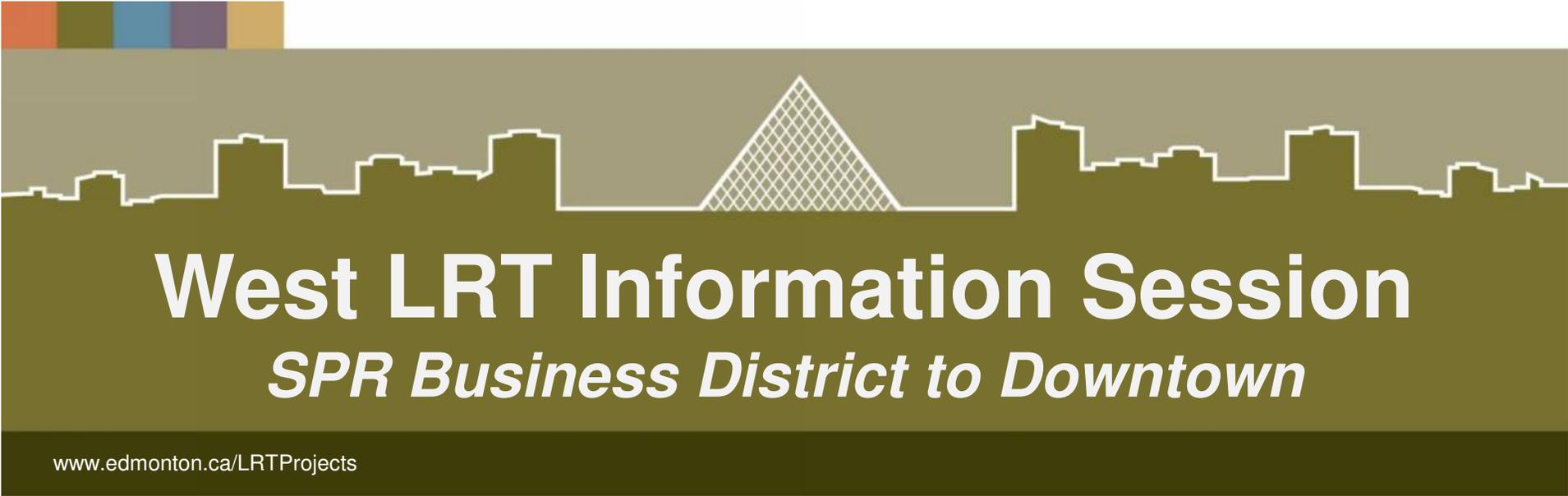


Access – Downtown

www.edmonton.ca/LRTProjects

subject to change





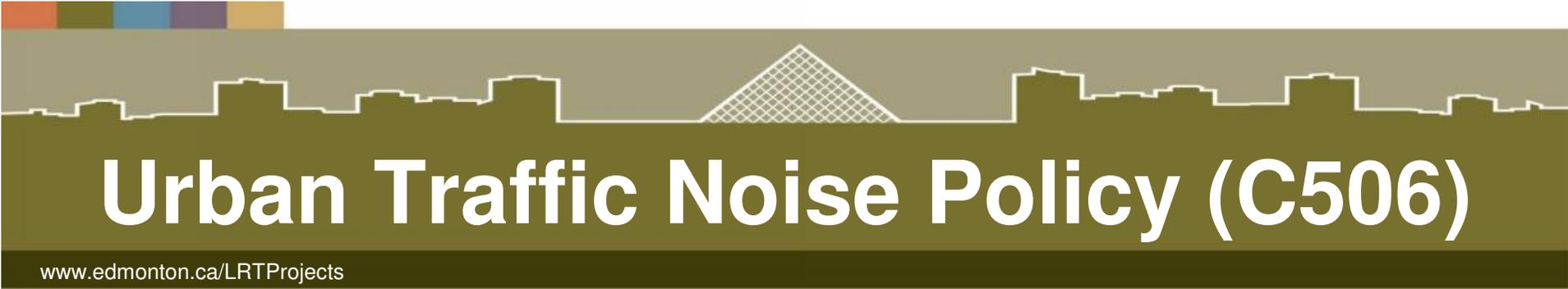
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Urban Traffic Noise Policy and Study Results

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Urban Traffic Noise Policy (C506)

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- City policy determines if noise attenuation is to be built with LRT
- A noise model is built to project future traffic noise with LRT and future traffic growth (20+ years)
- Future traffic noise levels must exceed 65 dBA _{Leq24} to be considered for attenuation
- Noise attenuation needs through Capital or Retrofit projects

Urban Traffic Noise Policy (C506)

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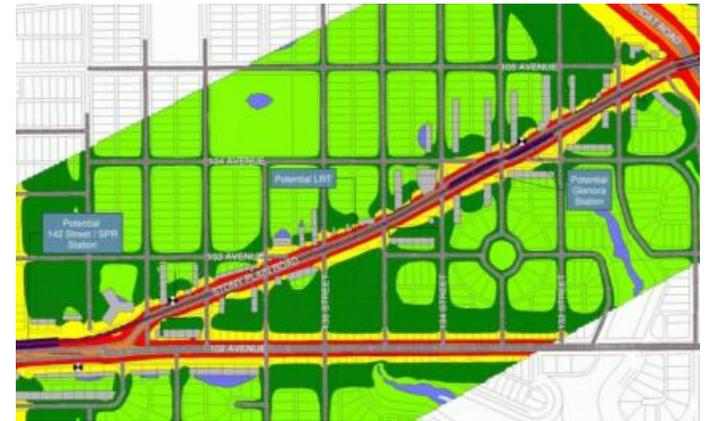
- Applies to backyard of adjacent properties (centre of backyard)
- Minimum 60% support by adjacent property owners
- Stakeholders are involved in the determining the appearance of the proposed treatment
- Noise attenuation must be technically, administratively and economically practical



How is Noise Modeling Done

www.edmonton.ca/LRTProjects

- Measure existing noise levels along corridor and develop model
- Projected 2041 traffic volumes, proposed lane configuration and the addition of LRT
- Assess the projected noise levels against the UTNP





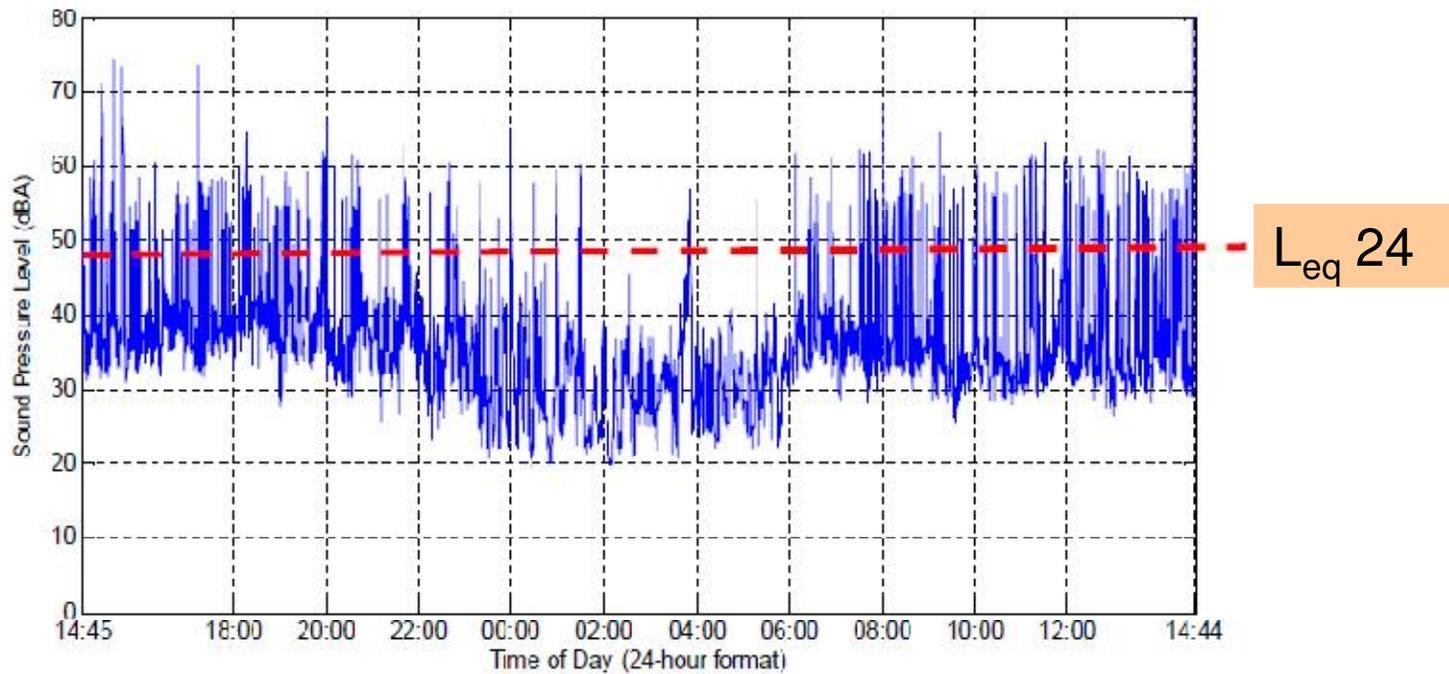
Energy Equivalent Level (L_{eq})

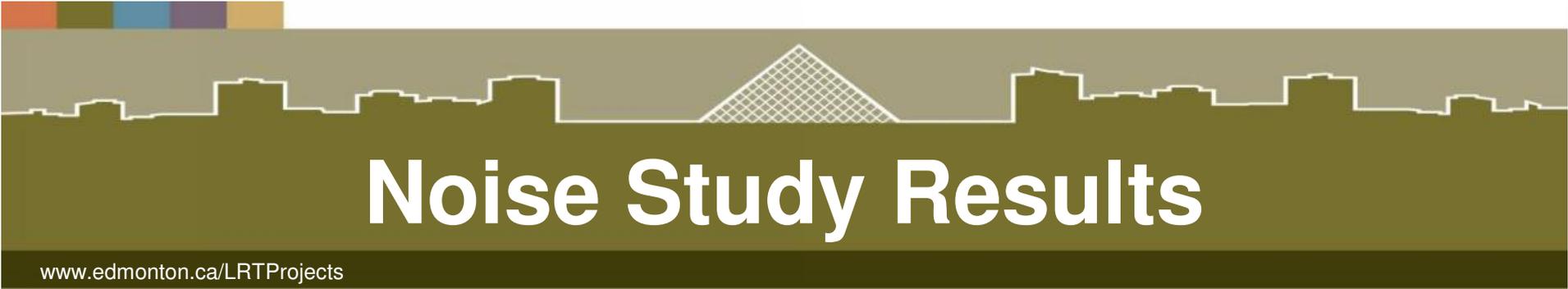
www.edmonton.ca/LRTProjects

- Accounts for the fluctuating levels
- Is sensitive to the peak sounds
- Is NOT the average sound level
- Is used in the majority of sound regulations (City of Edmonton UTNP)

Energy Equivalent Level (L_{eq})

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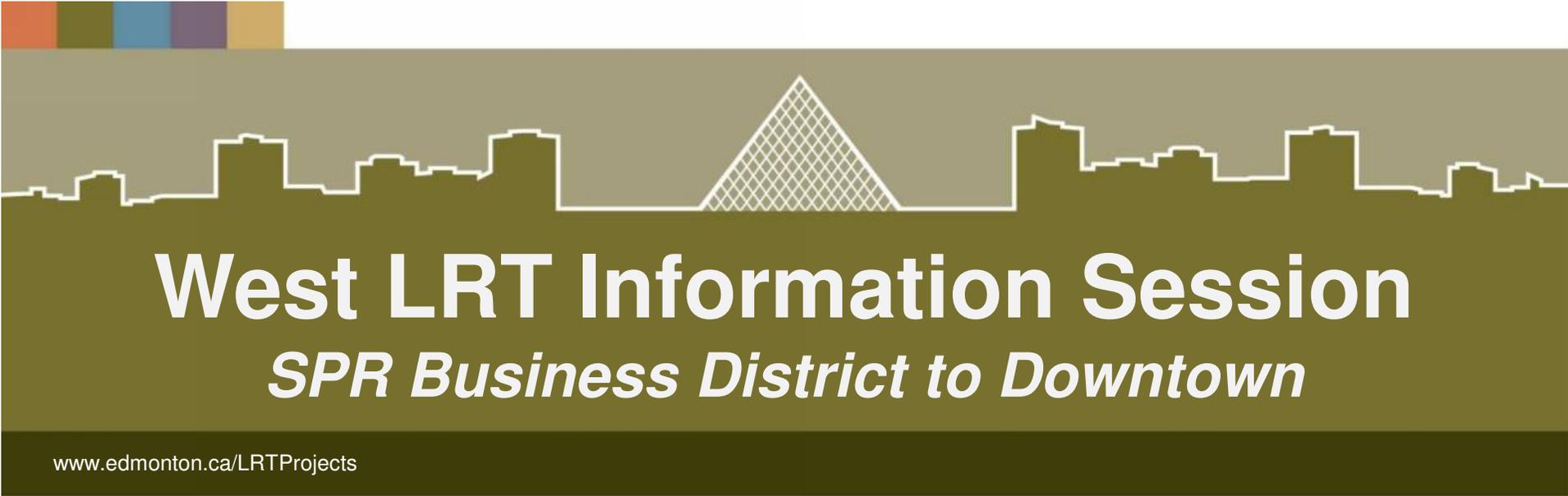




Noise Study Results

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- Sound levels ranging from 57.0 to 64.9 dBA $_{Leq24}$ (as measured in the rear outdoor amenity area)
- Noise climate was dominated by either local traffic on the main or adjacent roads
- Noise climate was generally broadband in nature, with no tonal components and no dominant stationary sources



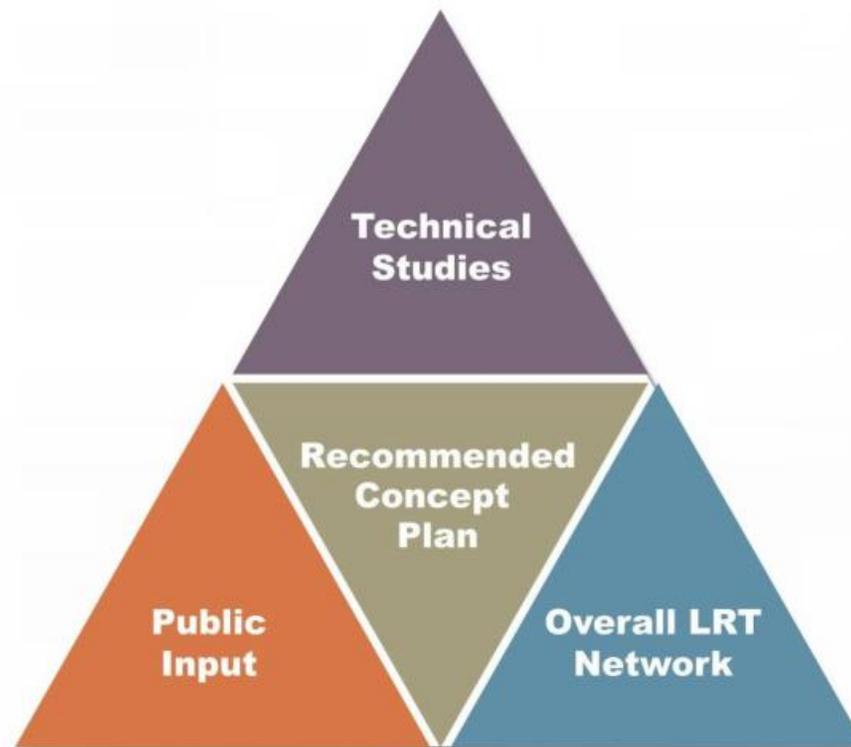
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Next Steps

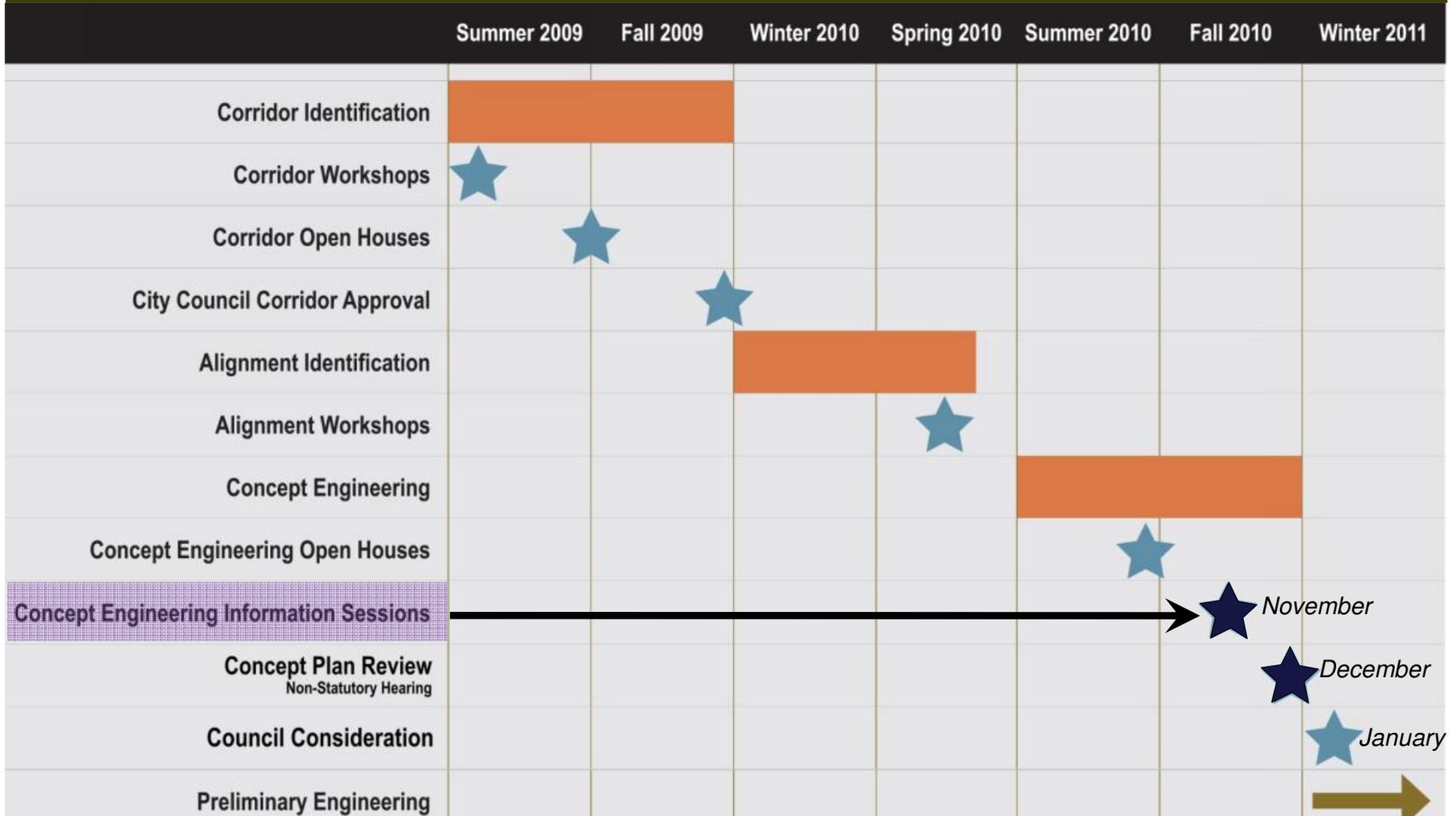
Overall Process

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Next Steps

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Ongoing Considerations

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- Available parking programs
 - Commercial
(Bylaw 5590 signs, Private Parking Agency Enforcement)
 - Residential
(Residential Parking Programs, localized parking restrictions)
 - Additional engineering and study is required
- Safety/Security
- Traffic circulation within neighbourhoods
- Station Area Planning

Ongoing Considerations

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- Funding
- Traffic accommodation during construction
- Geotechnical / Environmental / Utilities
- Community / Business impacts





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Question and Answer

Question and Answer Session “Ground Rules”

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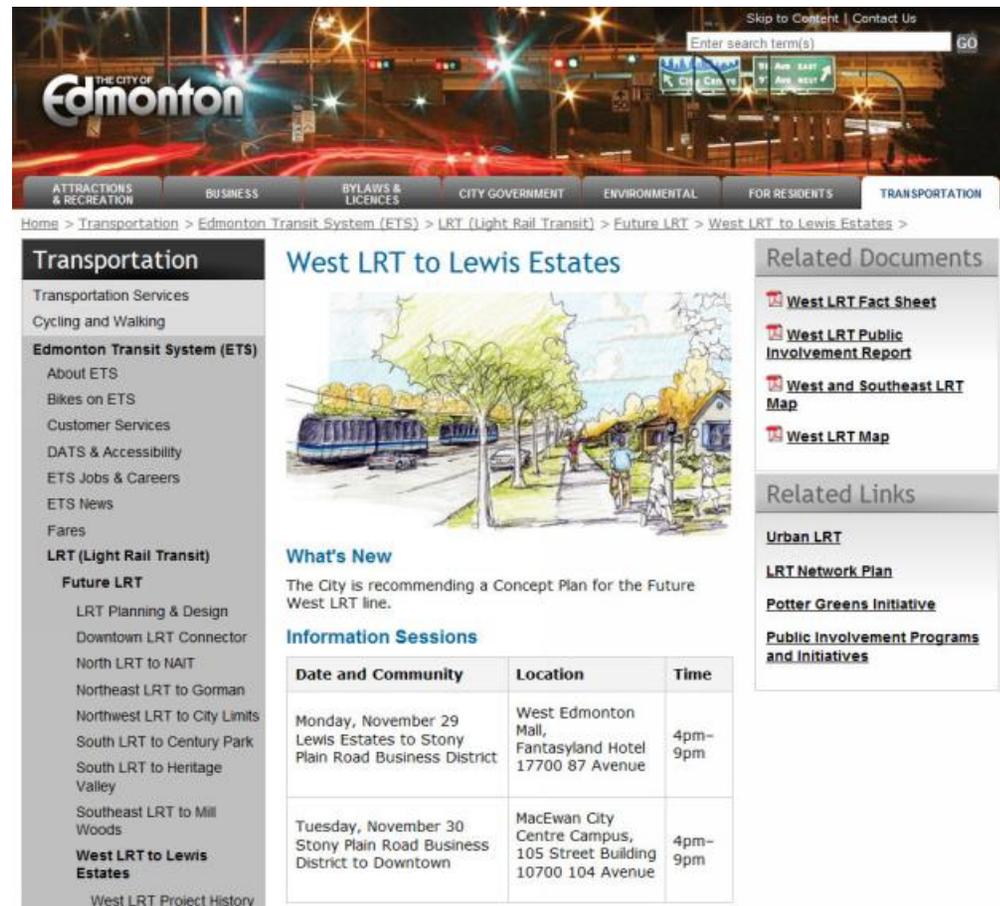
- 2 minutes for each participant to ask a question or make a comment
- One follow-up question (1 minute)
- Will recognize 3 people for each round of questions; persons with microphones will go to those participants to ask their questions
- 3 rounds of questions
- Additional questions from same person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



Conclusion

www.edmonton.ca/LRTProjects

Presentation
available on
website:



The screenshot shows the City of Edmonton website interface. At the top, there is a navigation menu with categories: ATTRACTIONS & RECREATION, BUSINESS, BYLAWS & LICENCES, CITY GOVERNMENT, ENVIRONMENTAL, FOR RESIDENTS, and TRANSPORTATION. The main content area is titled "West LRT to Lewis Estates" and features a sketch of a light rail train. Below the sketch, there is a "What's New" section stating: "The City is recommending a Concept Plan for the Future West LRT line." To the right of the sketch is a "Related Documents" section with links to "West LRT Fact Sheet", "West LRT Public Involvement Report", "West and Southeast LRT Map", and "West LRT Map". Below that is a "Related Links" section with links to "Urban LRT", "LRT Network Plan", "Potter Greens Initiative", and "Public Involvement Programs and Initiatives". At the bottom, there is an "Information Sessions" table.

Date and Community	Location	Time
Monday, November 29 Lewis Estates to Stony Plain Road Business District	West Edmonton Mall, Fantasyland Hotel 17700 87 Avenue	4pm-9pm
Tuesday, November 30 Stony Plain Road Business District to Downtown	MacEwan City Centre Campus, 105 Street Building 10700 104 Avenue	4pm-9pm

www.edmonton.ca/LRTProjects



Conclusion

www.edmonton.ca/LRTProjects

- Register to speak at Public Hearing

WEDNESDAY, DECEMBER 8, 2010

AT TRANSPORTATION AND PUBLIC WORKS COMMITTEE

- Register to speak on www.edmonton.ca/meetings or call the City Clerk's office at **780-496-8178**.
- Following the non-statutory public hearing, the LRT Concept Plan recommendation will be forwarded to City Council for review and consideration in January 2011



LRT Information Session Schedule

www.edmonton.ca/LRTProjects

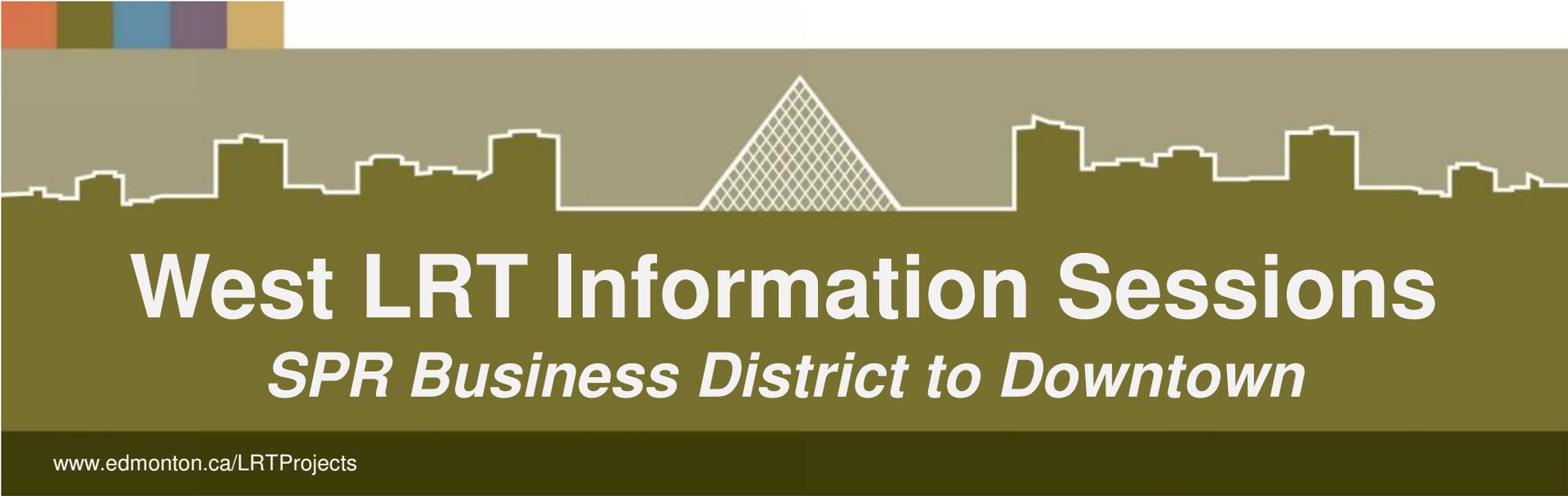
Southeast LRT

November 24, 2010	Lewis Estates to Argyll Road
November 25, 2010	Whyte Avenue to Mill Woods Town Centre

West LRT

November 29, 2010	Lewis Estates to SPR Business District
November 30, 2010	SPR Business District to Downtown

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Thank you!

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