

Welcome!



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Public Involvement for Preliminary Design of SE to West LRT



HAVE
YOUR SAY



Have Your Say!

Look for the colour **orange** and provide your input on how the LRT can best integrate into your community.

SE to West LRT Preliminary Design

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PROJECT PURPOSE: To develop and finalize the Preliminary Design for a 27 km urban style, low-floor light rail system along the approved corridor (route) from Mill Woods to Lewis Farms.

2009 - 2011:	Development of Concept Plan
2011 - 2012:	Concept Plan Approved by City Council
2011 - 2013:	Preliminary Design and Public Involvement to Support Preliminary Design
FUTURE:	Detailed Design, Construction and Operation

Concept

Approved by City Council during **Concept** phase:

- Corridor (route) location
- Track alignment (where track fits in the road right-of-way)
- Stop/station/transit centre locations
- Low floor urban-style LRT

Where we are today

DESIGN PHASE

Preliminary Design means refining the City Council-approved Concept Plan (previous study) with a greater level of detail to better understand impacts and opportunities.

Preliminary Design includes:

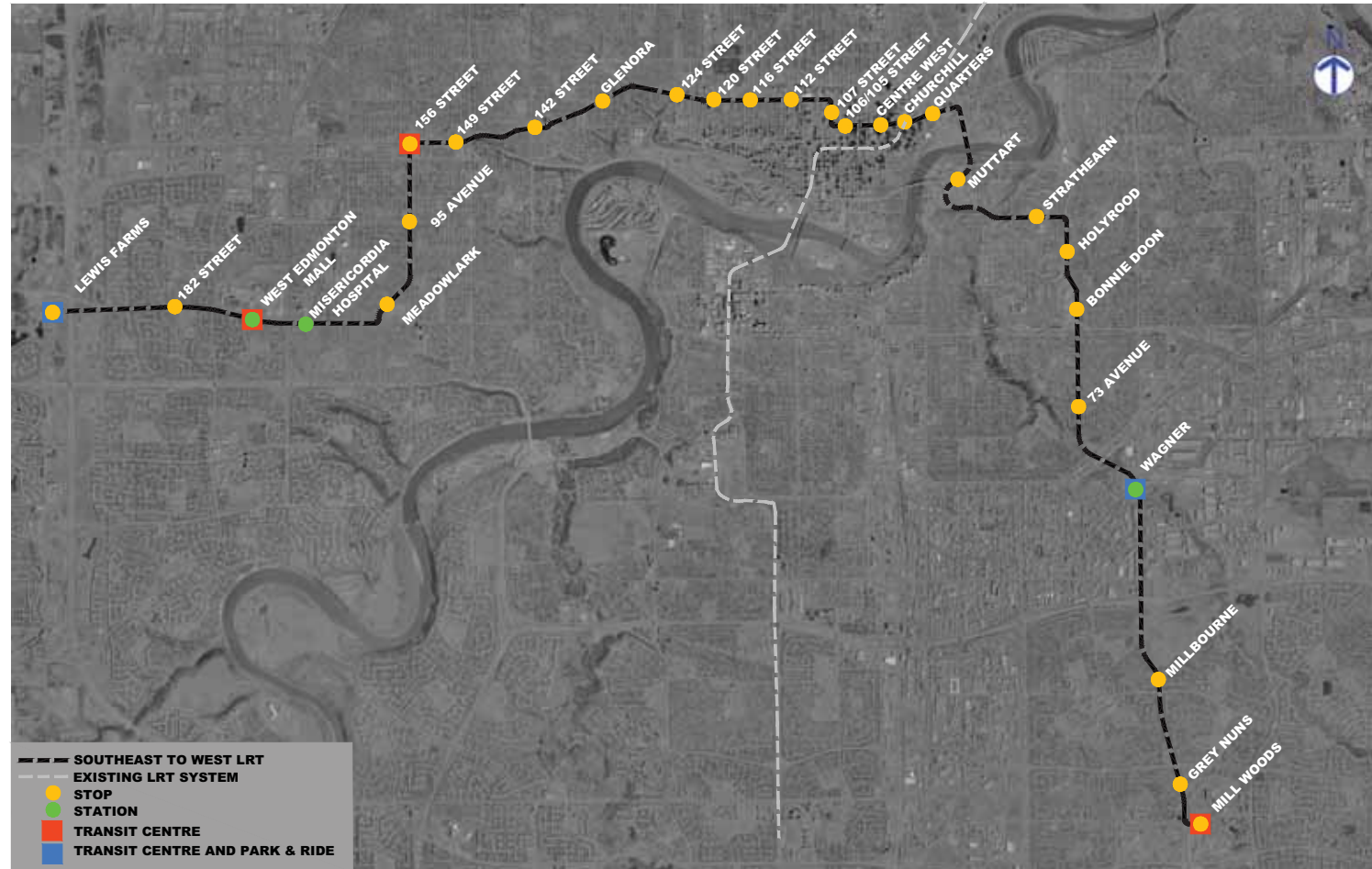
- Structural aesthetics (visual integration of the system into the existing landscape and adjacent communities)
- LRT stop/station aesthetics
- Landscape architecture aesthetics
- Public art opportunities
- Connectivity to the existing transportation network across all modes of transportation
- Understanding the impacts to stakeholders and working together to mitigate issues where possible

SE to West LRT Corridor



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- Council approved
- 27 km line with 3 stations, 25 stops
- 6 bridges
 - Over North Saskatchewan River from Muttart Conservatory to Louise McKinney Park
 - Over Groat Road at 104 Avenue
 - Over 170 Street at 87 Avenue
 - Over Anthony Henday at Webber Greens Drive
 - Over Whitemud Drive at 75 Street
 - Over CN/CP rail lines along 75 Street
- 1 pedestrian bridge at Connors Hill
- 1 tunnel between Louise McKinney Park and 102 Avenue
- 2 Park 'n' Ride sites
- 3 Kiss 'n' Ride sites (other sites being considered)
- Integration with 5 transit centres
- 1 Operation and Maintenance Facility



Edmonton's Low Floor Urban Style LRT

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- Urban style - City Council's direction for expansion of existing LRT system and new lines (June 2009)
- Benefits of urban style
 - Improves connections between LRT and community
 - Smaller scale stations/stops, spaced closer together
 - Less visual impact - stops are at street level
 - Less impact on community
 - LRT operates with flow of traffic in its own right-of-way using regular traffic signals (does not have full priority), separated by a curb
 - Fewer barriers
 - Reduced speeds in congested areas to support safe pedestrian oriented communities
 - Encourages pedestrian access
 - Pedestrian crossings at signalized intersections
 - Better links to destinations with more bus, pedestrian and cyclist connections
 - Bike parking at all LRT stops/stations
 - Bus network modified to ensure integrated transit network
 - Investment in landscaping, streetscaping and architectural features to improve visual appeal, where possible
 - Openness of space maximized to create safe environment using Crime Prevention through Environmental Design (CPTED) principles



5 Stages of Public Involvement

- | | |
|---|--------------------------|
| Stage 1: Pre-Consultation: Developing the public involvement process, | Feb. 2012 |
| Stage 2: Initiation: Envisioning the look, feel and integration of LRT in your community | Mar. - May 2012 |
| Stage 3: Consultation: Developing the look, feel and integration of LRT in your community | May - Nov. 2012 |
| Stage 4: Refinement: Refining the look, feel and integration of LRT in your community | Sept. - June 2013 |
| Stage 5: Conclusion: Presenting the final recommended Preliminary Design—the look, feel and integration of LRT in your community | Jan. - Dec. 2013 |

Thanks for Getting Involved!

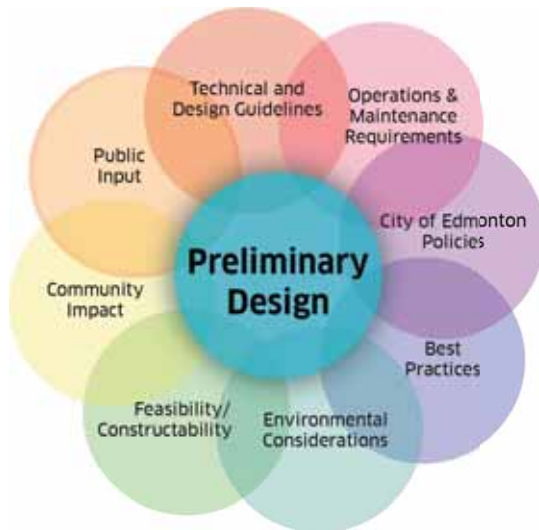


Thousands of comments were received during public involvement Stage 2: (March to May 2012):

- Public meeting discussions
- Comment forms
- Online survey
- Letters and emails

Input is being used to inform Preliminary Design and has been incorporated into materials presented tonight

How your input is used:



Your input is valuable and used along with other information to inform the project.

Area 5: What We Heard from Stage 2

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What We Heard

Infrastructure, Overall Design, Art

- Emphasize character of each area
- Natural, mature area
- Blend art into functional design
- Integrate sidewalks and bike paths
- Integrate LRT with bus service
- Bike racks/lockers at all stations
- Provision of bike parking is important
- Lots of trees, greenery throughout

Stops

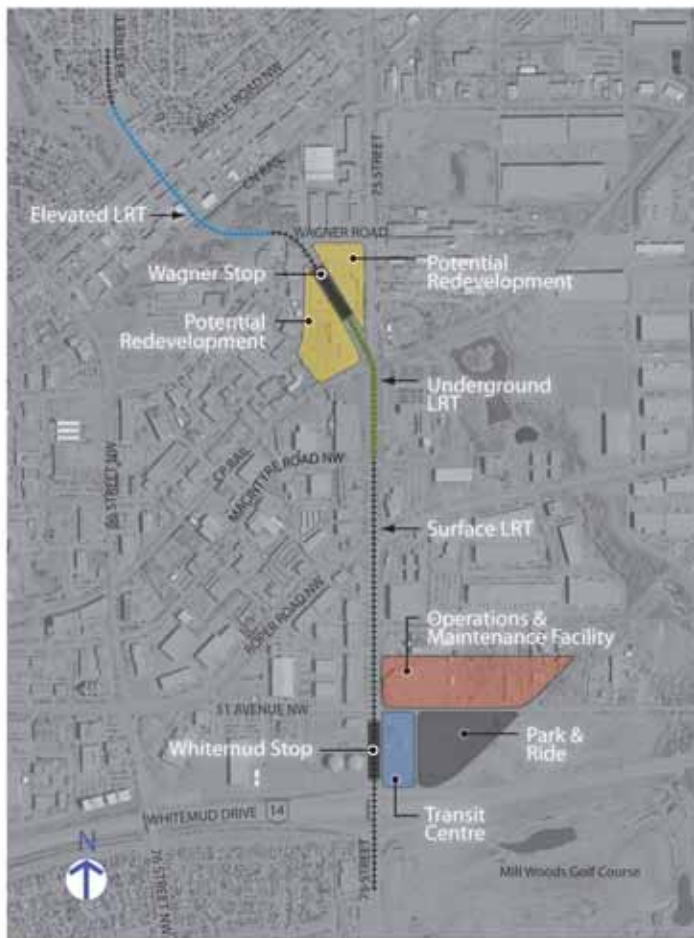
- Antique feel, historic integrity
- Reflect maturity and style of neighbourhoods
- Minimize stop elements by combining them
- Natural elements
- Retain “old neighbourhood” feel

Other

- Increased traffic congestion is a concern
- Lack of Park ‘N’ Ride facilities/parking in residential neighbourhoods is a concern



Original Concept Plan (2011)



Approved Amendment to Concept Plan (July 2012)



- Amendment approved by City Council July 2012:
 - Whitemud stop removed
 - Wagner stop changed to elevated station and Park 'n' Ride
 - Operations and Maintenance Facility moved South of 51 Avenue

Thanks for Getting Involved!



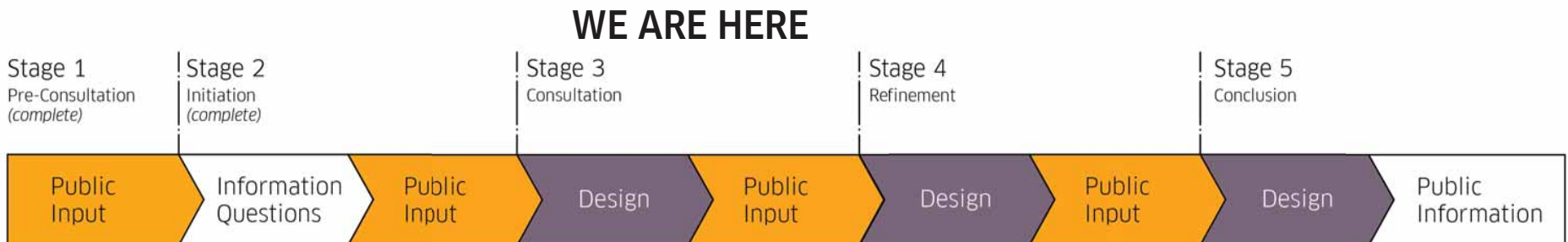
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What kind of feedback are we looking for?

- Look/feel of stop/station (landscape architecture, colours, treatment, public art)
- Important connections/access points
- Confirmation of how amenities will look

What kind of feedback are we unable to use?

- Comments about decisions made in Concept Planning (route, stop/station locations, vehicle technology)
- Comments about elements that cannot be addressed until later stages of project
- Comments regarding elements outside of the scope of project



Did You Know? Interesting Facts

- All major building structures related to SE to West LRT will be built to Leadership in Energy and Environmental Design (LEED) silver standard per the City of Edmonton's Green Building Plan and Policy C532, resulting in reduced energy use and significant cost savings. LEED is most recognized and accepted North American standard for rating environmental friendliness of design, construction, operation and sustainability of buildings.
- As of the 2006 Federal Census, more than 75% of journey to work trips in the Edmonton Region are made by driving alone
- Significant environmental studies being conducted and include assessments of rare plants, bird and wildlife habitats, animal corridors, groundwater and the North Saskatchewan River
- Noise and vibration studies conducted in potentially affected areas along route including residential, commercial, and industrial areas as well as in the Winspear Centre for Music and Citadel Theatre areas.
- The City of Edmonton's Corporate Tree Management policy is referenced to aid in determining value of trees and how value is replaced, if required.



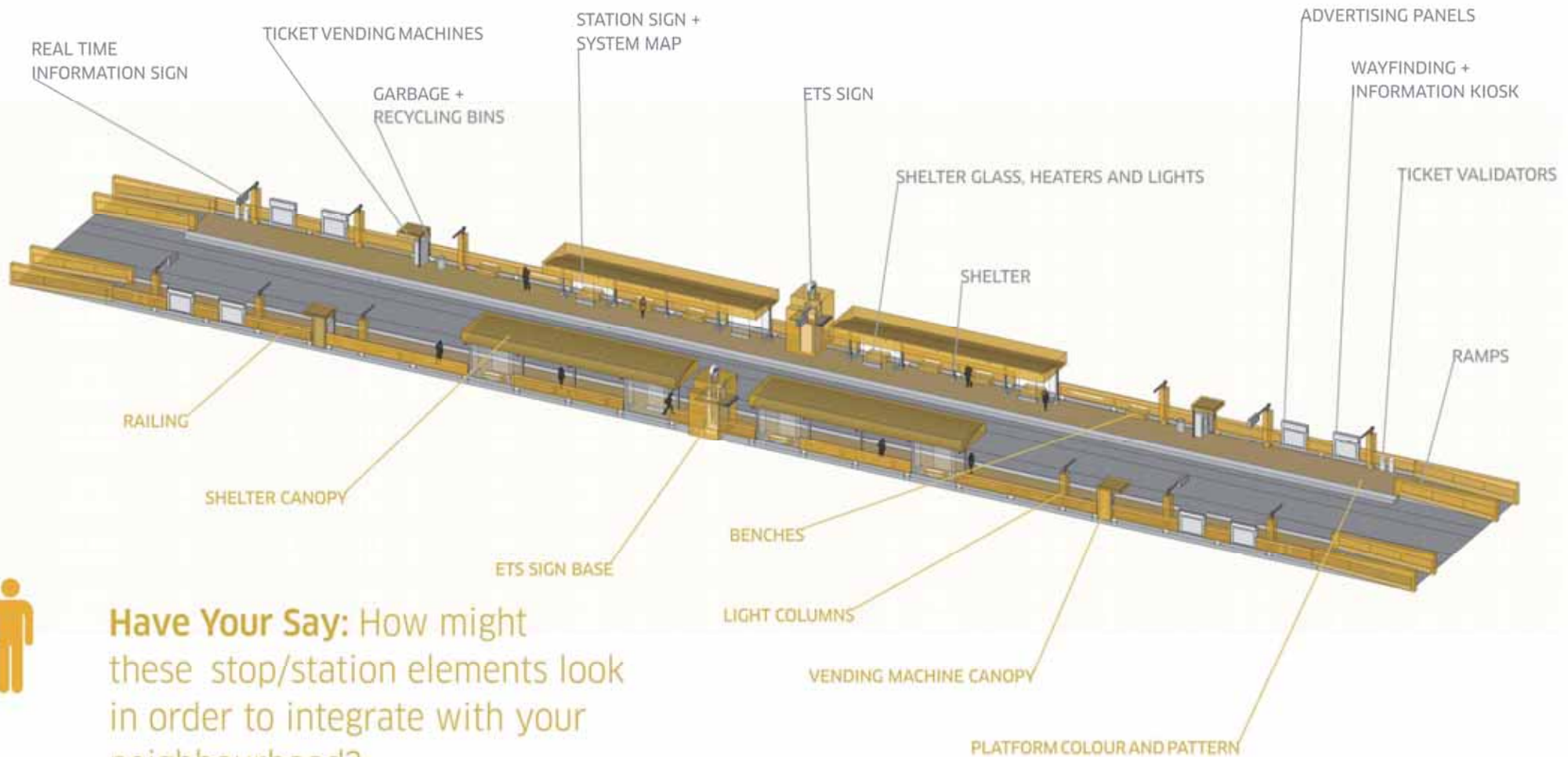
- 32 individual disciplines bring LRT expertise from around the world to the Preliminary Design project, including:
 - Civil, structural, electrical, rail and geotechnical engineers
 - Landscape architects
 - Environmental scientists
 - Biologists
 - Botanists
 - Wildlife experts
 - Urban designers
 - Transportation planners
 - Architects
 - Urban Planners
 - Finance experts

Stop Elements

HAVE YOUR SAY

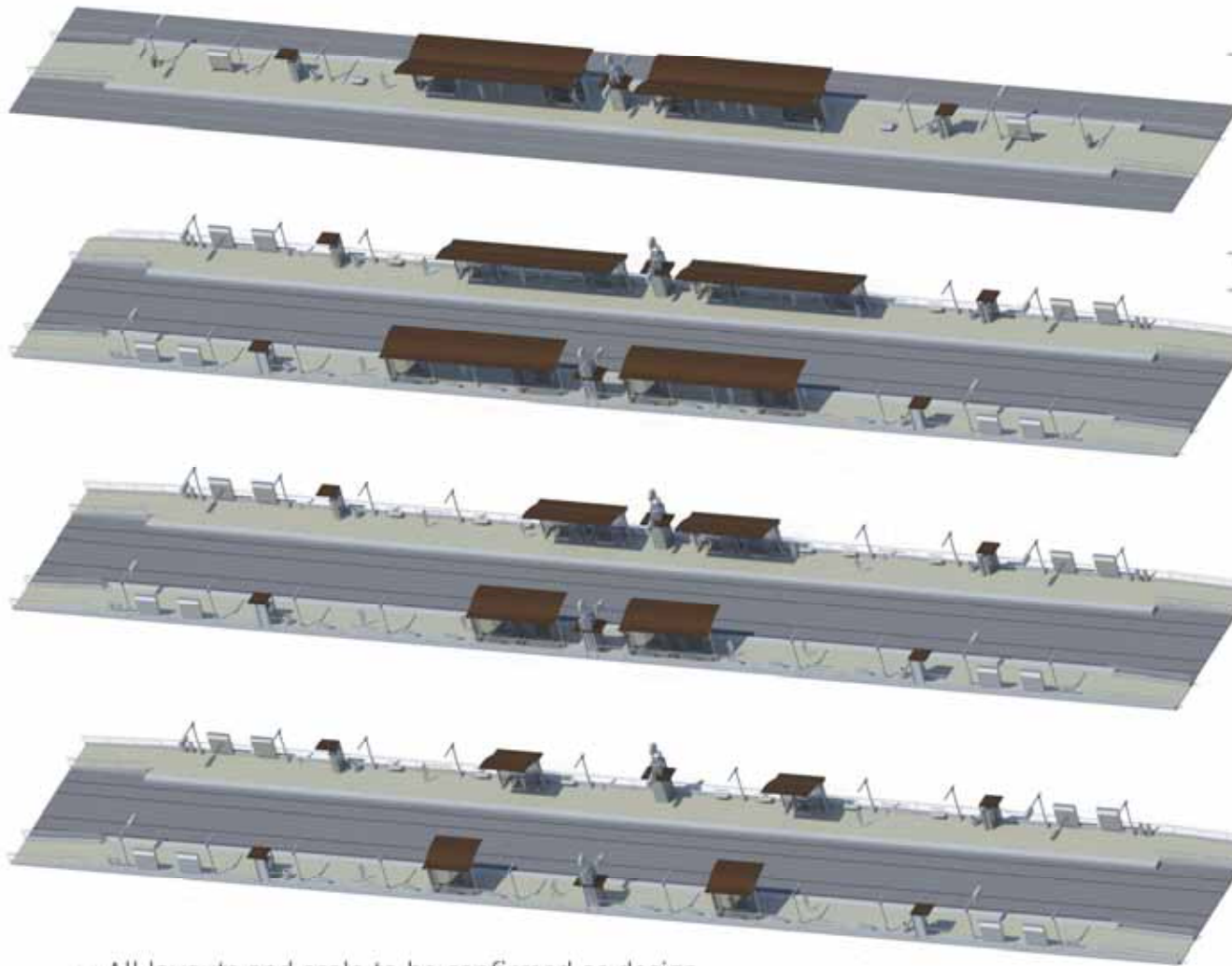
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● Standardized Elements: These elements are a part of every stop.



Have Your Say: How might these stop/station elements look in order to integrate with your neighbourhood?
See "Stop Option" boards.

Stop Layouts



- Stop types (Centre or Side) were determined in the approved Concept Plan.

- Centre loading

- Side loading

- All layouts and scale to be confirmed as design progresses, based on ridership projections

Shelter Canopies

HAVE YOUR SAY

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Organic form that recalls the river and natural history of the area.

Materials:

- Steel structure
- Metal and wood canopy
- Glass shelters
- Unique concrete finishing on platform



Angular form found throughout Edmonton that is compatible with both residential and commercial buildings.

Materials:

- Steel structure
- Metal and wood or glass canopy
- Glass shelters
- Unique concrete finishing on platform



Simple, light, form that will blend into all character zones by with its transparency and lightness.

Materials:

- Steel structure
- Translucent glass or wood canopy
- Glass shelters
- Unique concrete finishing on platform



Have Your Say: Which canopy do you prefer?

Park 'n' Ride, Kiss 'n' Ride & Transit Centres



PARK 'N' RIDE

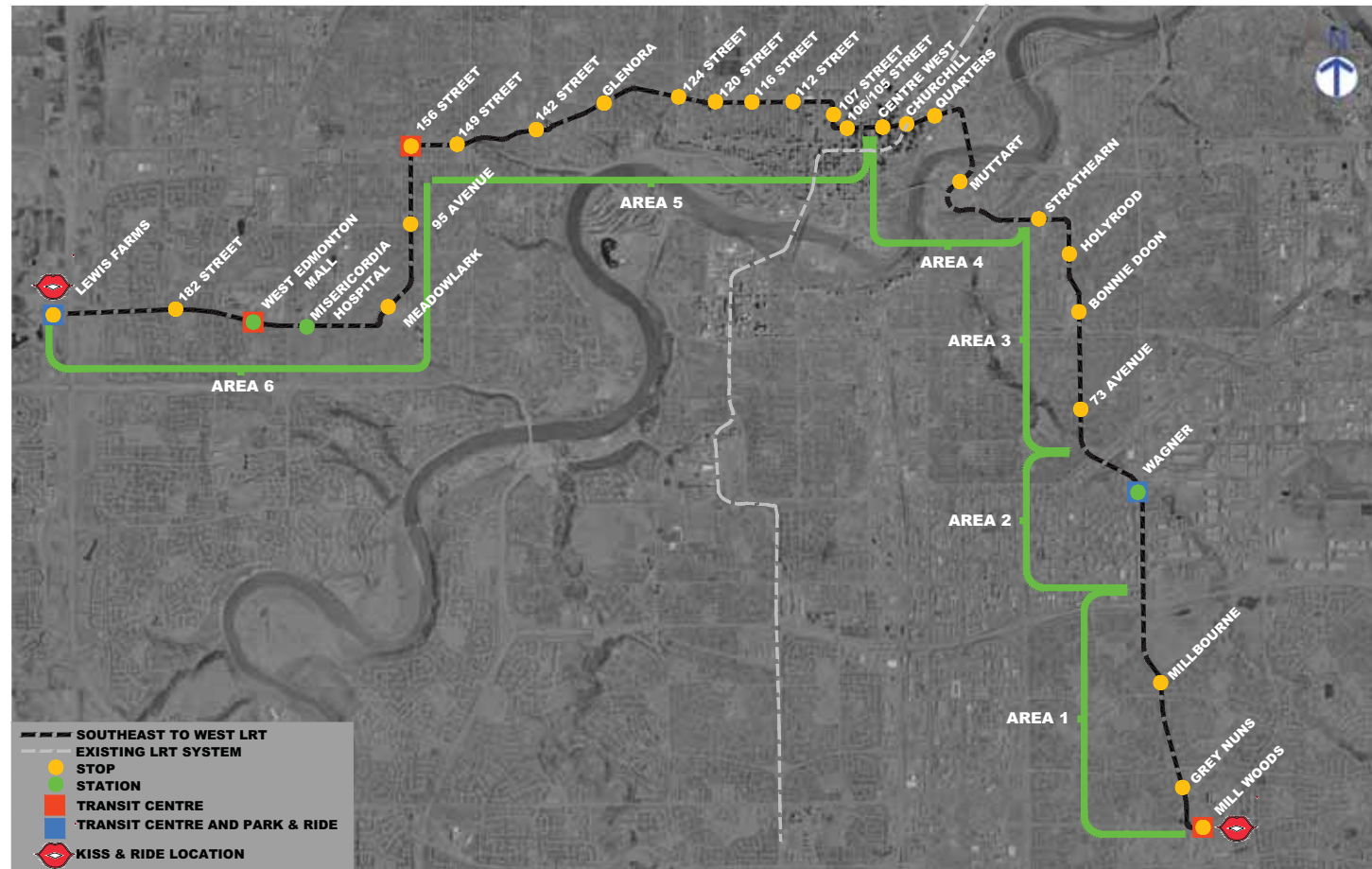
Car park connected to transit station that allows commuters to leave vehicles and transfer to bus or LRT.

KISS 'N' RIDE

A place where commuters are driven and dropped off at a bus or LRT stop/station. Other Kiss 'N' Ride locations are being determined.

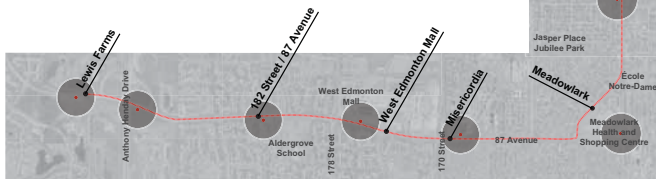
TRANSIT CENTRE

A stopping point for bus and LRT where commuters can move from one transit mode to the other.

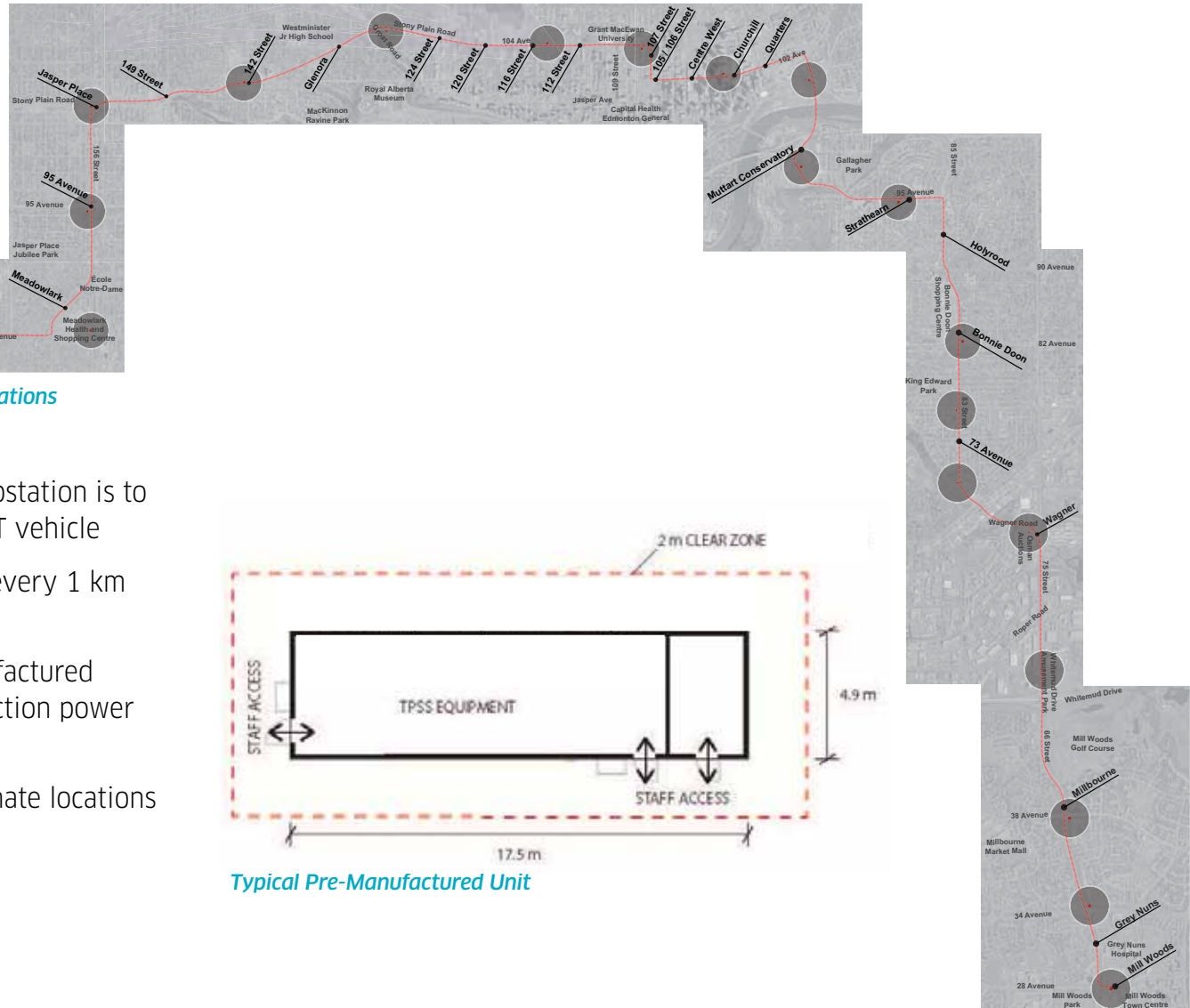


Traction Power Substations (TPSS)

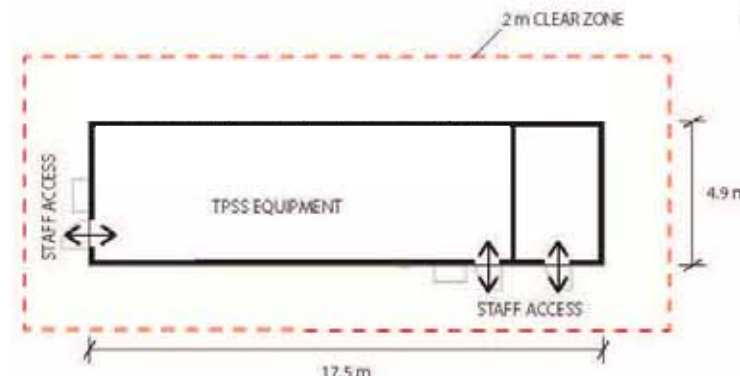
Priority is to locate substations on City property



SE to West LRT Alignment and TPSS Locations



- The purpose of the traction power substation is to convert and regulate power to the LRT vehicle
- TPSS must be located approximately every 1 km (0.62 mile) along the corridor
- Some locations will receive pre-manufactured units, other locations may require traction power substations to be built in place
- See Corridor Access Plan for approximate locations



Typical Pre-Manufactured Unit





Examples of potential TPSS screening



- Screening (fencing, walls) will blend with neighbourhood aesthetic
- Landscaping will further screen site

Overhead Catenary Support Systems (OCS)



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Overhead catenary poles provide power to the LRT vehicle. They are either located in the centre or on the side of the route. This location is determined by the space available and technical requirements.



Examples of potential catenary poles





Noise modeling is being conducted in keeping with the City's Urban Traffic Noise Policy along the LRT corridor.

City of Edmonton Urban Traffic Noise Policy (UTNP)

- City seeks to achieve a projected attenuated noise level below 65 dBA Leq24 (traffic noise over a 24 hour period)
- If predicted noise level is 65 dBA Leq24 or greater, a noise barrier may be provided

Traffic Noise Measurement

- Traffic noise levels are measured in decibels (dBA) over several days and averaged for 24 hour period (Leq24)

Noise Modeling

- Projected volumes based on proposed lane configurations, addition of LRT and future traffic growth
 - Assess projected noise levels against the UTNP
 - Based on 2044 figures—a horizon year used throughout the project
- Review of noise assessment from Concept Plan is ongoing

FAMILIAR NOISES dBA

Inside average urban home	50
Quiet street	50
Normal conversation at 1 m	60
Noisy restaurant	70
Highway traffic at 15 m	75
Busy traffic intersection	80
Bus or heavy truck at 15 m	88-94
Jackhammer	88-98
Freight train at 15 m	95
Jet taking off at 600 m	100
Amplified rock music	110

Vibration Impact Assessment



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- Vibration could occur during LRT construction and operation
- LRT runs on a continuous welded rail, a technology that minimizes vibration during operation
- A complete vibration screening of the SE to West corridor (route) is being conducted as part of Preliminary Design
- Vibration screening is based on the US Federal Transit Administration (FTA) screening process
- Corridor Wide Assessment is ongoing
 - Screening based on general vibration assessment
 - Accounts for train type, speed, distance from track
 - Screens out residences not affected by vibration
 - Identifies areas that may be affected
- Detailed Vibration Assessment
 - Includes site specific vibration measurements
 - Conducted at Winspear Centre for Music and Citadel Theatre areas (acoustic sensitivities)
 - Recommendations to reduce vibration during LRT operations will be provided if warranted
- Pre-construction assessments of structures and houses abutting the LRT route may be completed

- Mitigating environmental impacts is significant throughout all phases of the project
- Environmental impact assessments are nearing completion by a team that includes soil, water quality and air quality scientists; biologists; archaeologists; socio-economic and noise/vibration specialists



Environmental Site Assessments

- Determine if contaminated sites or potentially hazardous materials will be encountered during construction
- Includes soil and groundwater studies
- Assist in providing for safety of construction workers, public and environment

Environmental Impact Assessment

- Required by Edmonton's North Saskatchewan River Valley Area Redevelopment Plan (Bylaw 7188) and may be required by Canadian Environmental Assessment Act 2012
- Includes describing soils, water quality, water courses, wildlife, vegetation, rare species, natural areas, ecological connectivity, archaeological, paleontological and socioeconomic resources in the vicinity of LRT and assessing impacts of construction and operation
- Investigations will include effects of noise, dust and vibrations on local community assets
- Information will be used to:
 - Inform design and construction
 - Obtain required approvals from other jurisdictions such as Fisheries and Oceans Canada and Transport Canada

Natural Area Assessment and Management Plan

- For all natural areas impacted by the project

Geotechnical Studies

- Assess ground conditions to determine suitability for construction
- Provide design advice on stability of slopes for foundations, tunnels, chambers and other structures

Public Art



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- Public art is considered to be a key component to attractiveness and identity of city
- Public art demonstrates:
 - Character of communities
 - Investment in the arts
- Public art strengthens local economy
- Support for arts is a reflection of a progressive municipality
- The City dedicates 1% of qualifying construction budgets to public art
 - Program operated by Edmonton Arts Council
- Approved public art will be displayed within or in close proximity to publicly accessible municipal property
- Input received during Preliminary Design regarding public art will be provided to the Edmonton Arts Council
- Through the Edmonton Arts Council, the public has an opportunity to:
 - Help select an artist to provide art along LRT corridor (route)—typically at stations
 - Potentially provide ideas for artist's consideration



Integrated public art at transit stops.

North Saskatchewan River Bridge



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- The new LRT bridge to be built on the existing pedestrian bridge alignment.
- New LRT bridge to incorporate new pedestrian and bicycle facilities under the bridge deck.
- Existing pedestrian bridge to be demolished prior to new LRT bridge construction.
- During construction, pedestrians and bicyclists will be detoured to Low Level Bridge.
- The project team assessed the feasibility of maintaining the existing pedestrian bridge during construction. Due to increased environmental impact on the River and proximity to existing residential development, this option is not being pursued.



Option 1 - Cable stayed bridge looking Northwest



Option 1 - Cable stayed bridge looking Southeast



Option 2 - Extradosed bridge looking Northwest



Option 2 - Extradosed bridge looking Southeast



Option 3 - Variable box girder bridge looking Northwest



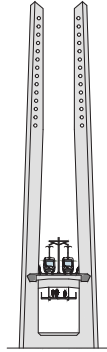
Option 3 - Variable box girder bridge looking Southeast

North Saskatchewan River Bridge

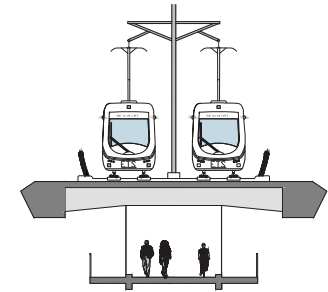


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Option 1 Cable Stayed Bridge

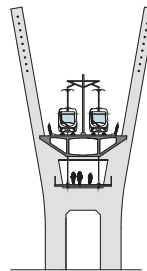


Option 1 - Cable stayed bridge cross-section at pier

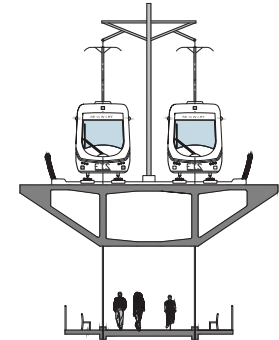


Option 1 - Cable stayed bridge cross-section at midspan

Option 2 Extradosed Bridge

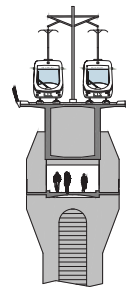


Option 2 - Extradosed bridge cross-section at pier

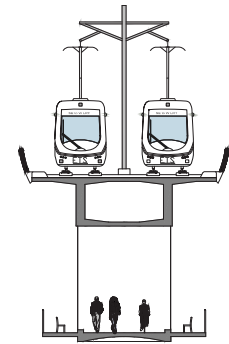


Option 2 - Extradosed bridge cross-section at midspan

Option 3 Variable Box Girder Bridge



Option 3 - Variable box girder bridge cross-section at pier



Option 3 - Variable box girder bridge cross-section at midspan

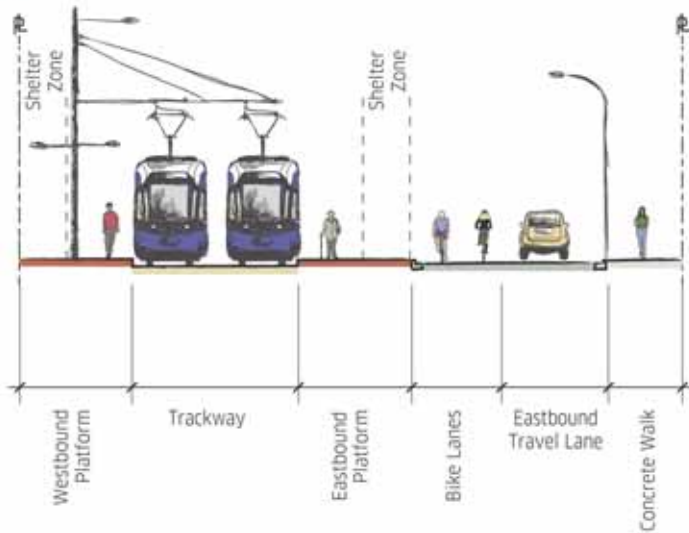
105/106 Street Stop Plan



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Stop Site Plan



Cross-section A (Looking East)
Note: Cross-section to be confirmed through Preliminary Design.

Legend

Trackway - Embedded	Asphalt Road Surface	Potential Landscape Area (Hard or Soft)	Bike Parking Locations to be Determined
Pedestrian Crossing	Concrete Walk	Stop Platform	Pedestrian Access
Bike Lane	Signalized Intersection	Signalized Pedestrian Crossing	Existing Bus Stop

SCALE: 1"=100'

NOTE: All bus stop locations and bus routes are being reviewed by KTS to provide an integrated bus/LRT transit system. This will be completed prior to commencement of construction.

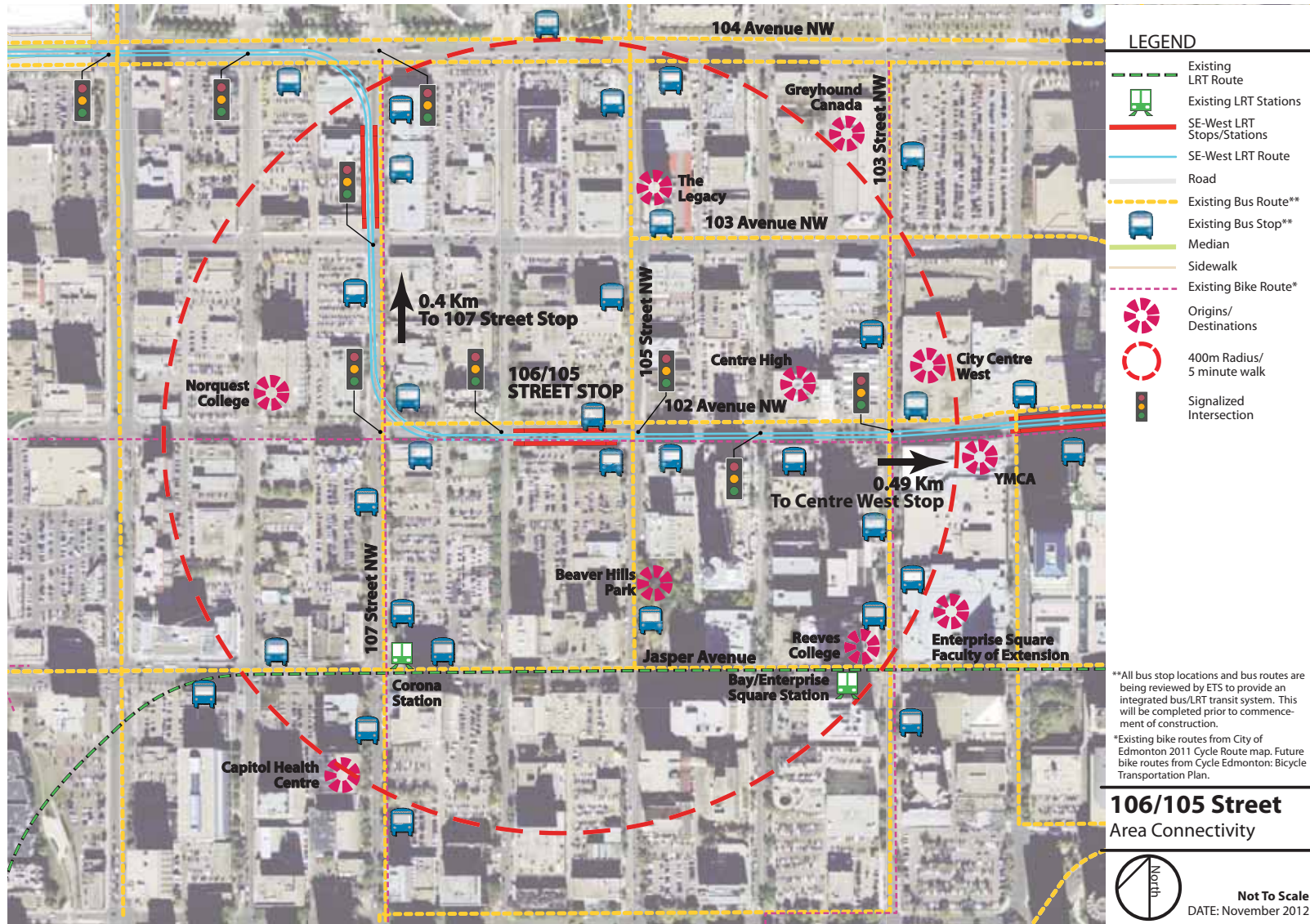


View 1 - Existing Condition
Looking east along 102 Avenue towards 106 Street.



View 1 - Concept Rendering

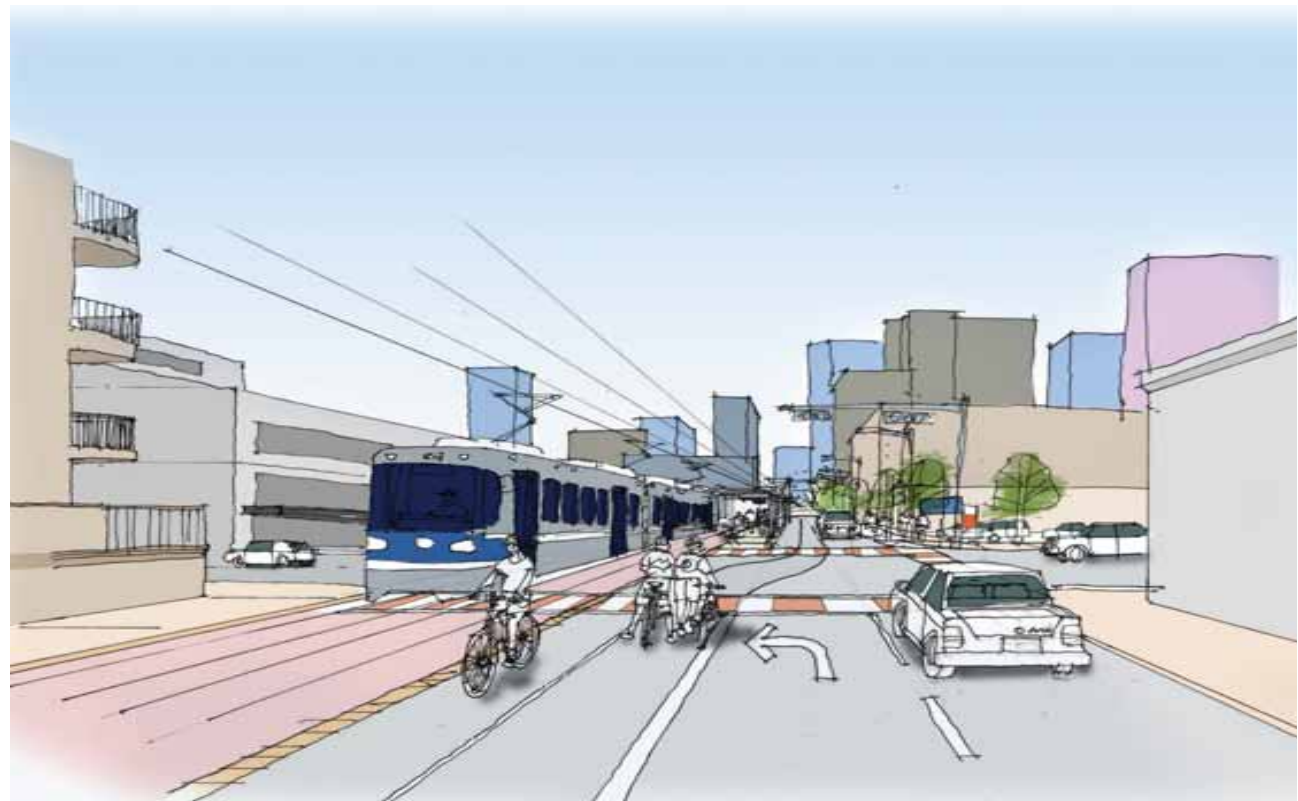
105/106 Street Stop LRT in your Neighbourhood



105/106 Street Stop: Theme



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Design Theme:

To be coordinated with other downtown initiatives.



BENCHES



GARBAGE BINS



PAVING



COLUMN WRAPS



RAILING

105/106 Street Stop Options

HAVE
YOUR SAY



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Have Your Say:

This design theme is based on your input from Stage 2.
Which elements best reflect your neighbourhood?

BENCHES



GARBAGE BINS



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107 Street Alignment Option



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Option 1



- One way traffic on 107 Street
- Potentially no property requirements

Option 2

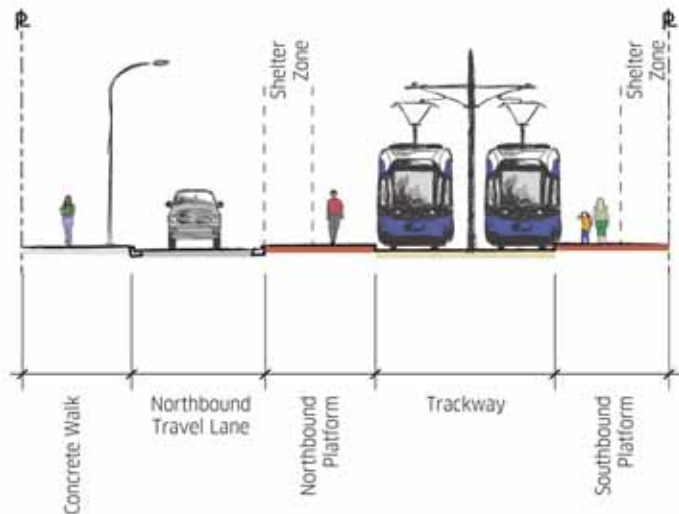


- Two way traffic on 107 Street
- Property requirements
- Subject to discussions with NorQuest College, Grant MacEwan University and other adjacent stakeholders

107 Street Stop Plan Option 1



Stop Site Plan



Cross-section A (Looking South)
Note: Cross-section to be confirmed through Preliminary Design.

Legend

- | | | | |
|---------------------|-------------------------|---|---|
| Trackway - Embedded | Asphalt Road Surface | Potential Landscape Area (Hard or Soft) | Bike Parking (Locations to be Determined) |
| Pedestrian Crossing | Concrete Walk | Stop Platform | Pedestrian Access |
| Bike Lane | Signalized Intersection | Signalized Pedestrian Crossing | Existing Bus Stop |
- SCALE: 1" = 100'
- Note: All bus stop locations and bus routes are being reviewed by ETS to provide an integrated bus/LRT transit system. This will be completed prior to commencement of construction.



View 1 - Existing Condition
Looking south along 107 Street from 104 Avenue Intersection.

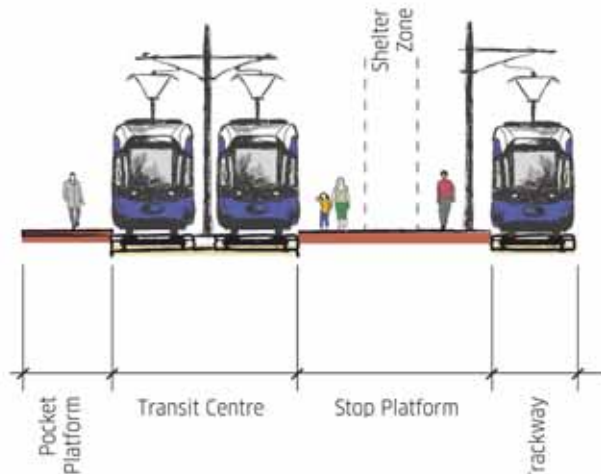


View 1 - Concept Rendering

107 Street Stop Plan Option 2



Stop Site Plan



Cross-section A (Looking Southeast)
Note: Cross-section to be confirmed through Preliminary Design.

Legend

Trackway - Embedded	Asphalt Road Surface	Potential Landscape Area (Hard or Soft)	Bike Parking Locations to be Determined
Bike Lane	Pedestrian Crossing	Stop Platform	Pedestrian Access
	Concrete Walk	Signalized Intersection	Existing Bus Stop
		Signalized Pedestrian Crossing	

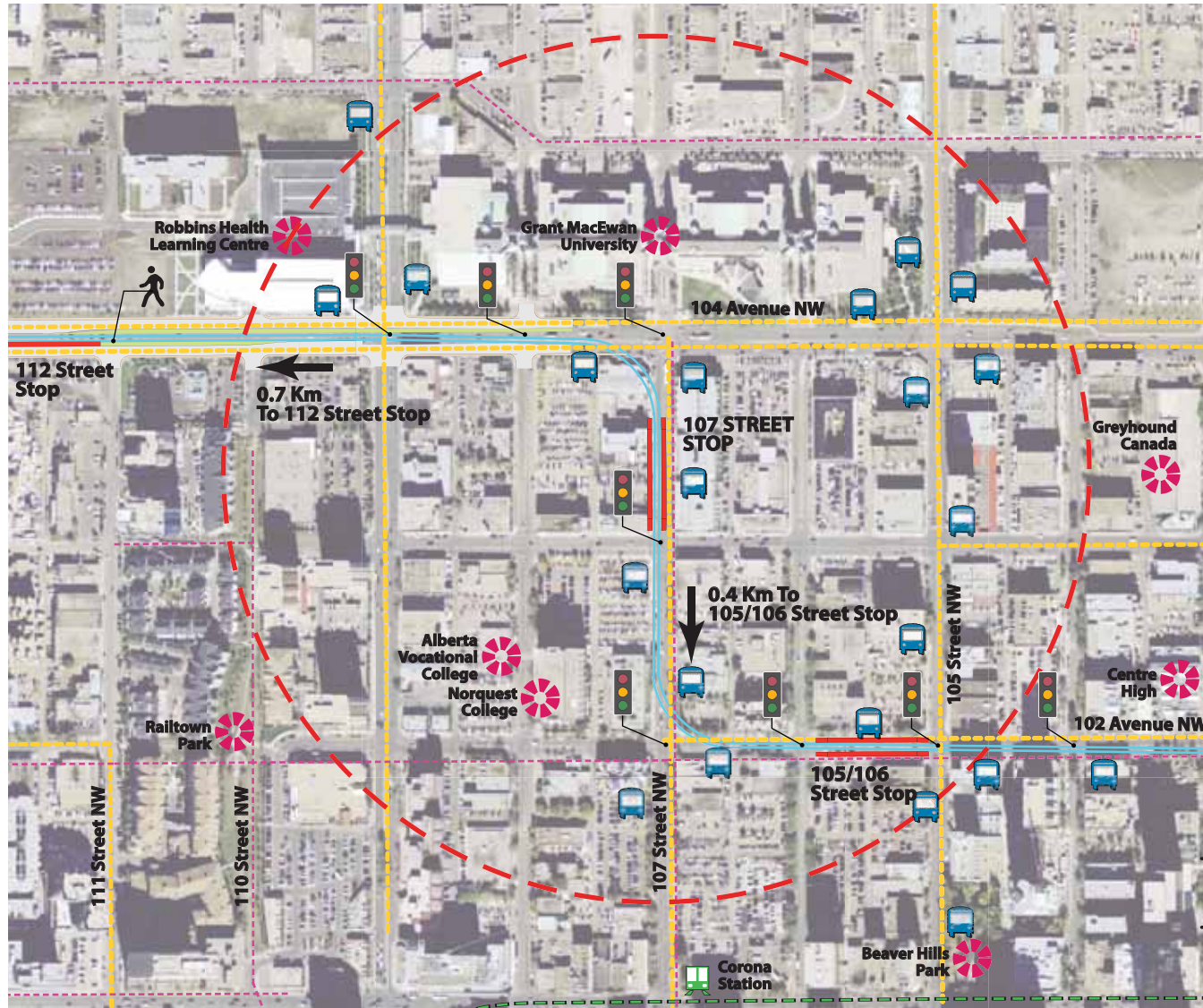
SCALE 1:1000
0 10 20 30m

Note: All bus stop locations and bus routes are being reviewed by ETS to provide an integrated bus/LRT transit system. This will be completed prior to commencement of construction.

107 Street Stop LRT in your Neighbourhood



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LEGEND

- Existing LRT Route
- Existing LRT Stations
- SE-West LRT Stops/Stations
- SE-West LRT Route
- Road
- Existing Bus Route**
- Existing Bus Stop**
- Median
- Sidewalk
- Existing Bike Route*
- Origins/ Destinations
- 400m Radius/ 5 minute walk
- Signalized Intersection
- Pedestrian Activated Crossings

**All bus stop locations and bus routes are being reviewed by ETS to provide an integrated bus/LRT transit system. This will be completed prior to commencement of construction.
*Existing bike routes from City of Edmonton 2011 Cycle Route map. Future bike routes from Cycle Edmonton: Bicycle Transportation Plan.

107 Street Area Connectivity

North

Not To Scale
DATE: November 2012



107 Street Stop: Theme



Design Theme:

To be coordinated with other downtown initiatives.



BENCHES



GARBAGE BINS



PAVING



COLUMN WRAPS



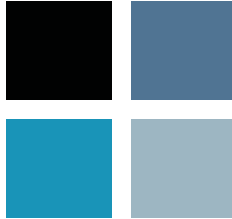
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107 Street Stop Options

HAVE YOUR SAY



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Have Your Say:

This design theme is based on your input from Stage 2. Which elements best reflect your neighbourhood?

BENCHES



GARBAGE BINS



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112 Street Stop Plan



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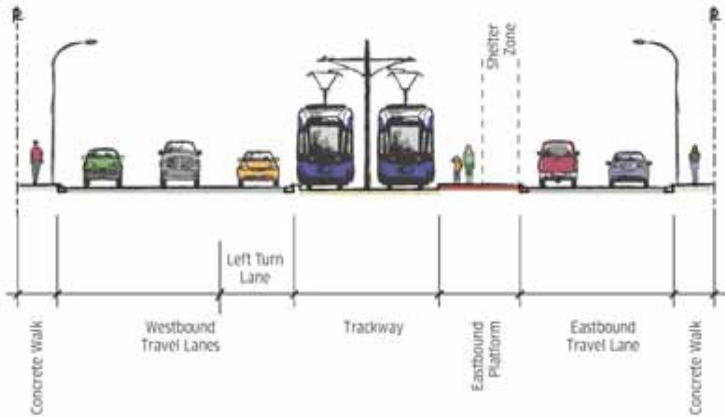


Stop Site Plan

Legend

Trackway - Embedded	Asphalt Road Surface	Potential Landscape Area (plant or turf)	Bike Parking Locations to be Determined
Pedestrian Crossing	Concrete Walk	Stop Platform	Pedestrian Access
Signalized Intersection	Signalized Pedestrian Crossing	Existing Bus Stop	SCALE 1:500 W.M.P.

Note: All bus stop locations and bus routes are being reviewed by ETS to provide an integrated bus/RT transit system. This will be completed prior to commencement of construction.



Cross-section A (Looking East)
Note: Cross-section to be confirmed through Preliminary Design.



View 1 - Existing Condition
Looking east along 104 Street towards 112 Street.



View 1 - Concept Rendering

112 Street Stop LRT in your Neighbourhood



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LEGEND	
	SE-West LRT Stops/Stations
	SE-West LRT Route
	Road
	Existing Bus Route**
	Existing Bus Stop**
	Median
	Sidewalk
	Existing Bike Route*
	Origins/Destinations
	400m Radius/5 minute walk
	Signalized Intersection
	Pedestrian Activated Crossings

**All bus stop locations and bus routes are being reviewed by ETS to provide an integrated bus/LRT transit system. This will be completed prior to commencement of construction.

*Existing bike routes from City of Edmonton 2011 Cycle Route map. Future bike routes from Cycle Edmonton: Bicycle Transportation Plan.

112 Street Area Connectivity

North
Not To Scale
DATE: November 2012



112 Street Stop: Theme



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Design Theme:

To be coordinated with other downtown initiatives.



BENCHES



GARBAGE BINS



PAVING



COLUMN WRAPS



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112 Street Stop Options

HAVE YOUR SAY



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Have Your Say:

This design theme is based on your input from Stage 2. Which elements best reflect your neighbourhood?

BENCHES



GARBAGE BINS



PAVING



COLUMN WRAPS



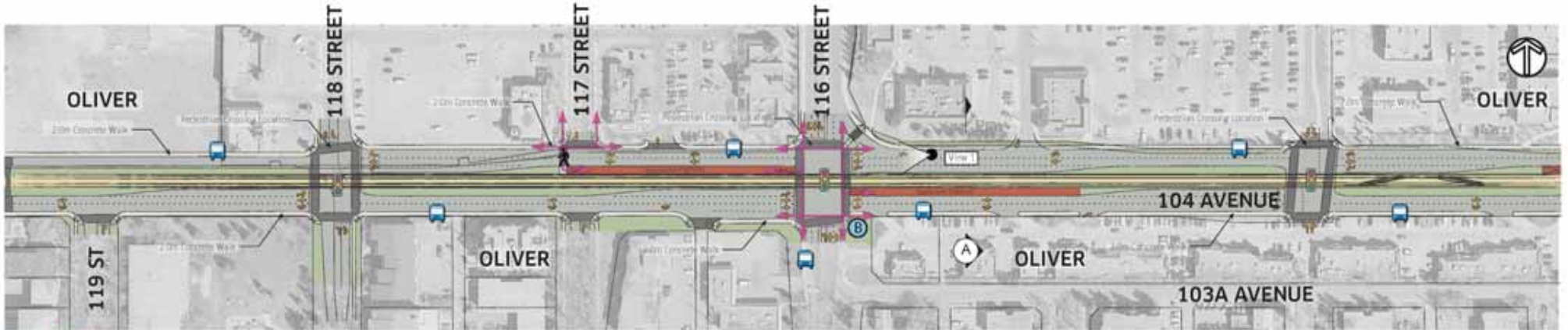
RAILING



116 Street Stop Plan



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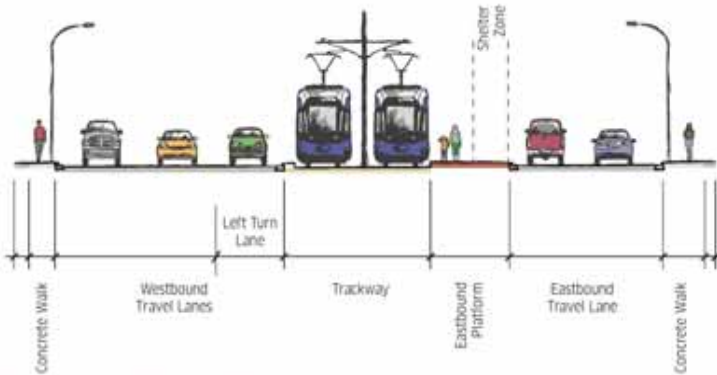


Stop Site Plan

Legend



Note: All bus stop locations and bus routes are being reviewed by ETS to provide an integrated bus/RT transit system. This will be completed prior to commencement of construction.



Cross-section A (Looking East)

Note: Cross-section to be confirmed through Preliminary Design.



View 1 - Existing Condition

Looking west along 104 Avenue towards 116 Street.



View 1 - Concept Rendering

116 Street Stop LRT in your Neighbourhood



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116 Street Stop: Theme



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Design Theme:

This design theme reflects the transition from the downtown theme to the 124 Street theme.



BENCHES



GARBAGE BINS



PAVING



COLUMN WRAPS



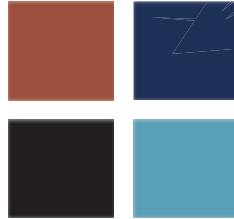
RAILING

116 Street Stop Options

HAVE YOUR SAY



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Have Your Say:

This design theme is based on your input from Stage 2. Which elements best reflect your neighbourhood?

BENCHES



GARBAGE BINS



PAVING



COLUMN WRAPS



RAILING



120 Street Stop Plan



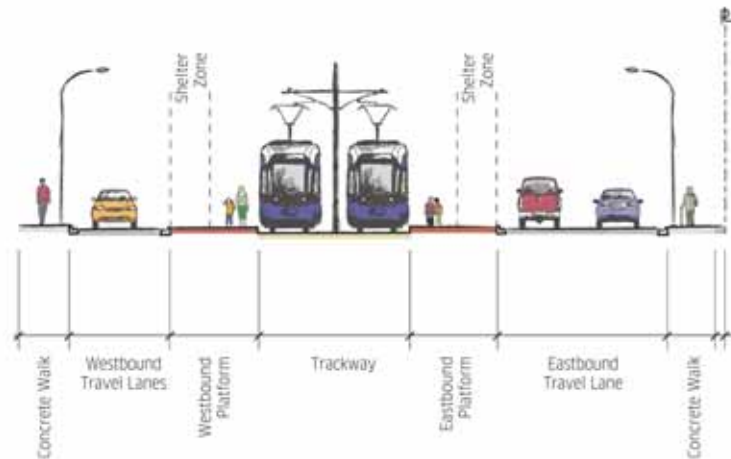
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Stop Site Plan

Legend

Trackway - Embedded	Asphalt Road Surface	Potential Landscape Area (Hard or Soft)	Bike Parking Locations to be Determined
Pedestrian Crossing	Concrete Walk	Stop Platform	Pedestrian Access
	Signalized Intersection	Signalized Pedestrian Crossing	Existing Bus Stop



Cross-section A (Looking East)

Note: Cross-section to be confirmed through Preliminary Design



View 1 - Existing Condition

Looking east along 104 Avenue towards 120 Street.

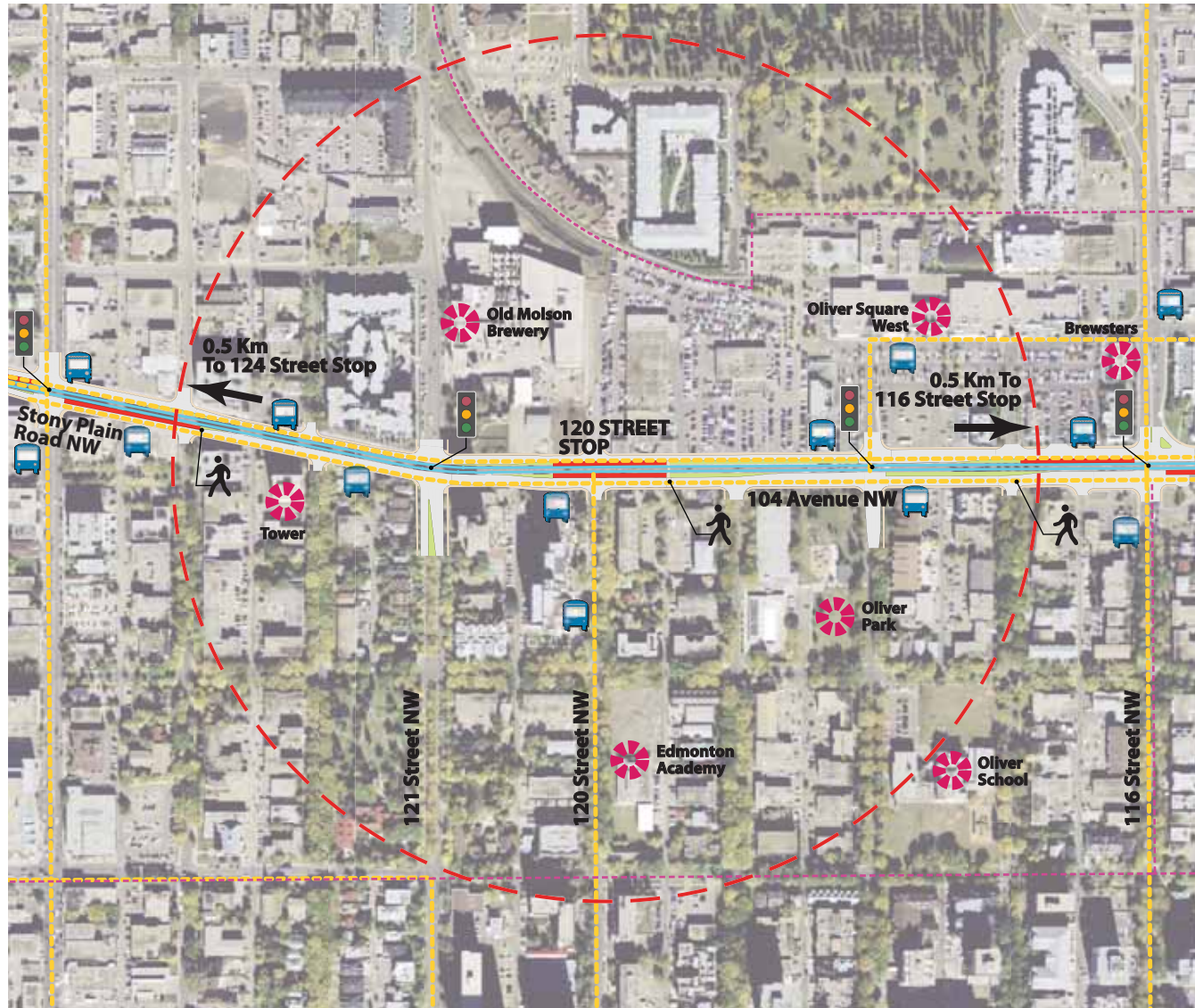


View 1 - Concept Rendering

120 Street Stop LRT in your Neighbourhood



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LEGEND

	SE-West LRT Stops/Stations
	SE-West LRT Route
	Road
	Existing Bus Route*
	Existing Bus Stop**
	Median
	Sidewalk
	Existing Bike Route*
	Origins/Destinations
	400m Radius/5 minute walk
	Signalized Intersection
	Pedestrian Activated Crossings

**All bus stop locations and bus routes are being reviewed by ETS to provide an integrated bus/LRT transit system. This will be completed prior to commencement of construction.
*Existing bike routes from City of Edmonton 2011 Cycle Route map. Future bike routes from City of Edmonton: Bicycle Transportation Plan.

120 Street Area Connectivity

Not To Scale
DATE: November 2012



120 Street Stop: Theme



Design Theme:

This design theme reflects the transition from the downtown theme to the 124 Street theme.



BENCHES



GARBAGE BINS



PAVING



COLUMN WRAPS



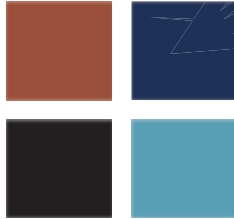
RAILING

120 Street Stop Options

HAVE YOUR SAY



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Have Your Say:

This design theme is based on your input from Stage 2. Which elements best reflect your neighbourhood?

BENCHES



GARBAGE BINS



PAVING



COLUMN WRAPS



RAILING



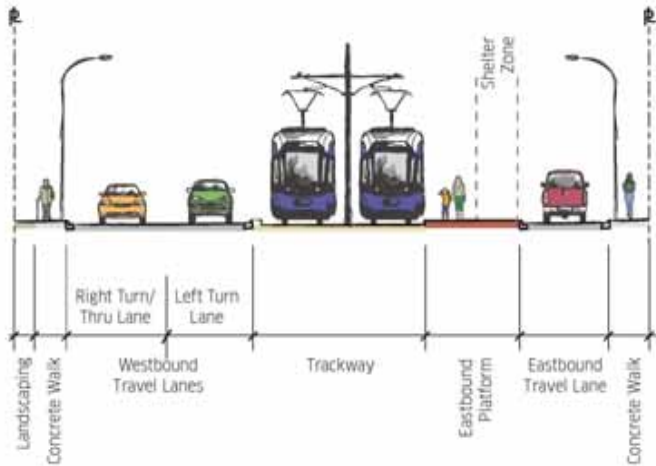
124 Street Stop Plan



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Stop Site Plan



Cross-section A (Looking East)
Note: Cross-section to be confirmed through Preliminary Design.

Legend

Trackway - Embedded	Asphalt Road Surface	Potential Landscape Area (Hard or Soft)	Bike Parking Locations to be Determined
Pedestrian Crossing	Concrete Walk	Stop Platform	Pedestrian Access
Signalized Intersection	Signalized Pedestrian Crossing	Existing Bus Stop	SCALE 1:1000

Note: All bus stop locations and bus routes are being reviewed by LTS to provide an integrated bus/LRT transit system. This will be completed prior to commencement of construction.



View 1 - Existing Condition
Looking east along Stony Plain Road towards 124 Street.

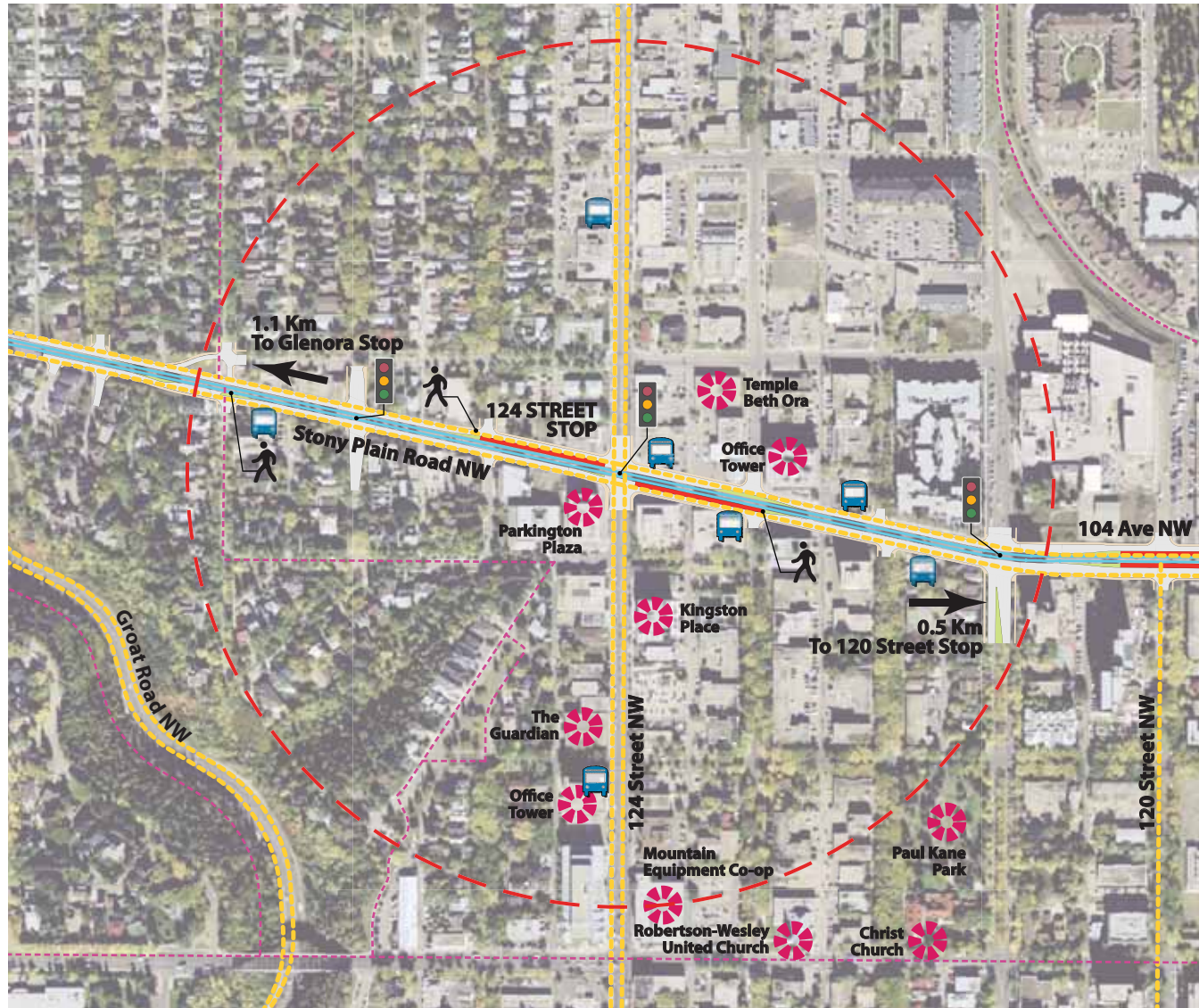


View 1 - Concept Rendering

124 Street Stop LRT in your Neighbourhood



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LEGEND

- SE-West LRT Stops/Stations
- SE-West LRT Route
- Road
- Existing Bus Route**
- Existing Bus Stop**
- Median
- Sidewalk
- Existing Bike Route*
- Origins/Destinations
- 400m Radius/ 5 minute walk
- Signalized Intersection
- Pedestrian Activated Crossings

**All bus stop locations and bus routes are being reviewed by ETS to provide an integrated bus/LRT transit system. This will be completed prior to commencement of construction.

*Existing bike routes from City of Edmonton 2011 Cycle Route map. Future bike routes from Cycle Edmonton: Bicycle Transportation Plan.

124 Street Area Connectivity



Not To Scale
DATE: November 2012



124 Street Stop: Theme



Your Stage 2 comments provided direction for this stop theme

“Artsy type area.”

“Keep with the theme of 124 Street.”

“Mesh with existing look.”



Design Theme:



BENCHES



GARBAGE BINS



PAVING



COLUMN WRAPS



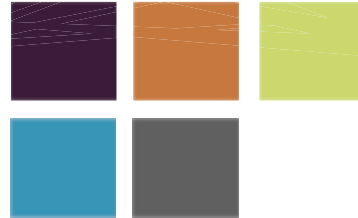
RAILING

124 Street Stop Options

HAVE YOUR SAY



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Have Your Say:

This design theme is based on your input from Stage 2. Which elements best reflect your neighbourhood?

BENCHES



GARBAGE BINS



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COLUMN WRAPS



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Stony Plain Road Bridge over Groat Road



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- Piers in proposed designs are removed or located to improve pedestrian access
- Existing pedestrian links to be maintained

Bridge options being considered: design is ongoing



This is a bridge similar to what exists



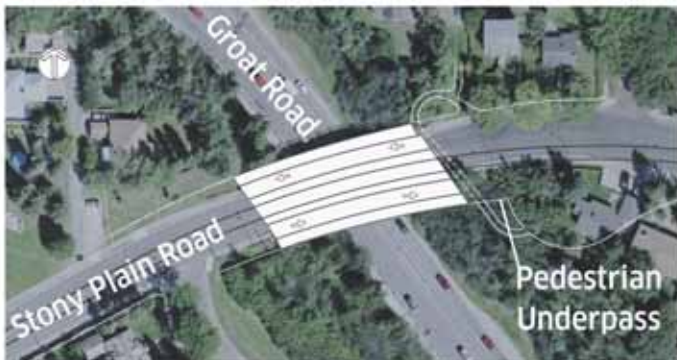
Single span girder bridge



Rigid frame bridge



Existing bridge over Groat Road



Location map

Glenora Stop Plan



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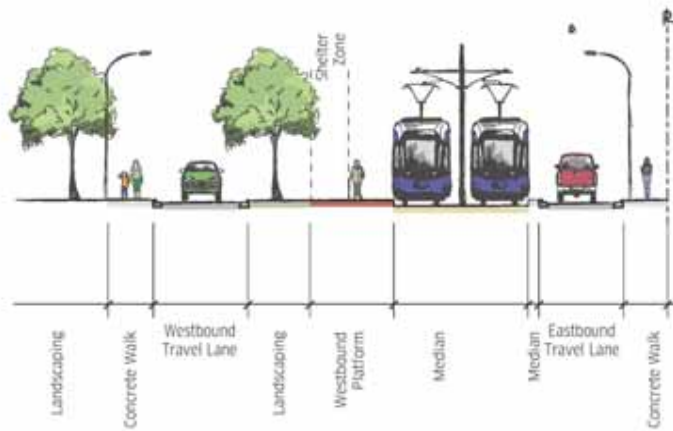
Stop Site Plan

Legend

Trackway - Entrenched	Asphalt Road Surface	Potential Landscaping Area (hard or soft)	Bike Parking Locations to be Determined
Pedestrian Crossing	Stop Platform	Signalized Intersection	Pedestrian Access
Concrete Walk	Signalized Pedestrian Crossing	Existing Bus Stop	

SCALE
1" = 100'

Note: All bus stop locations and bus routes are being reviewed for ETS to provide an integrated bus/LRT transit system. This will be completed prior to commencement of construction.



Cross-section A (Looking East)
Note: Cross-section to be confirmed through Preliminary Design.



View 1 - Existing Condition
Looking east along Stony Plain Road towards 133 Street.

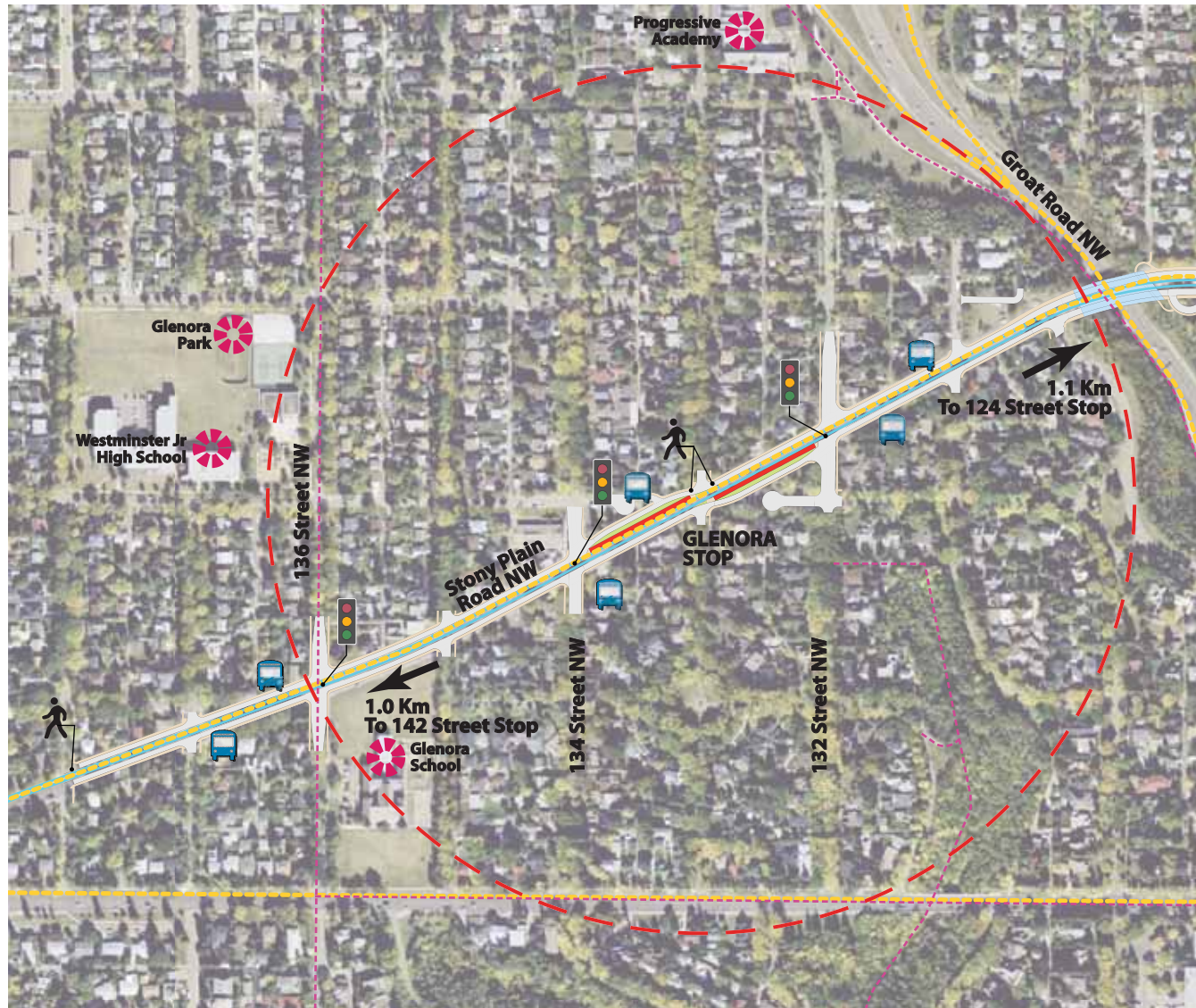


View 1 - Concept Rendering

Glenora Stop LRT in your Neighbourhood



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LEGEND	
	SE-West LRT Stops/Stations
	SE-West LRT Route
	Road
	Existing Bus Route**
	Existing Bus Stop**
	Median
	Sidewalk
	Existing Bike Route*
	Origins/Destinations
	400m Radius/5 minute walk
	Elevated SE-West LRT Route
	Signalized Intersection
	Pedestrian Activated Crossings

**All bus stop locations and bus routes are being reviewed by ETS to provide an integrated bus/LRT transit system. This will be completed prior to commencement of construction.

*Existing bike routes from City of Edmonton 2011 Cycle Route map. Future bike routes from Cycle Edmonton: Bicycle Transportation Plan.

Glenora Area Connectivity



Not To Scale
DATE: November 2012

Glenora Stop: Theme



Your Stage 2 comments provided direction for this stop theme

“Reflect older style buildings.”

“Mature, elegant, cultured.”

“Wood, black iron.”

Design Theme:

What We Heard from Stage 2



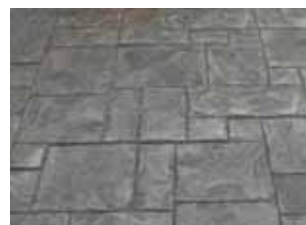
BENCHES



GARBAGE BINS



WALLS



PAVING



COLUMN WRAPS



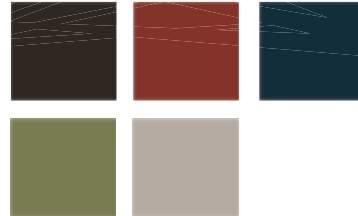
RAILING

Glenora Stop Options

HAVE
YOUR SAY



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Have Your Say:

This design theme is based on your input from Stage 2. Which elements best reflect your neighbourhood?

BENCHES



GARBAGE BINS



WALLS



PAVING



COLUMN WRAPS



RAILING



142 Street Stop Plan



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Stop Site Plan

Trackway - Embedded	Asphalt Road Surface	Potential Landscape Area (Hard or Soft)	Bike Parking (Locations to be Determined)
Pedestrian Crossing	Concrete Walk	Stop Platform	Pedestrian Access
Signalized Intersection	Signalized Pedestrian Crossing	Existing Bus Stop	SCALE: 1:1000

Note: All bus stop locations and bus routes are being reviewed by ETS to provide an integrated bus/LRT transit system. This will be completed prior to commencement of construction.



Cross-section A (Looking East)
Note: Cross-section to be confirmed through Preliminary Design



View 1 - Existing Condition
Looking east from the intersection of Stony Plain Road and 142 Street.



View 1 - Concept Rendering

142 Street Stop LRT in your Neighbourhood



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142 Street Stop: Theme



Your Stage 2 comments provided direction for this stop theme

“Traditional feel and look.”

“Natural, treed area.”

Design Theme:

What We Heard from Stage 2



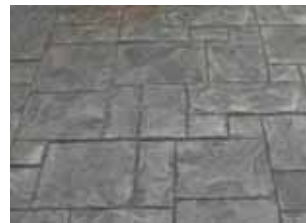
BENCHES



GARBAGE BINS



WALLS



PAVING



COLUMN WRAPS



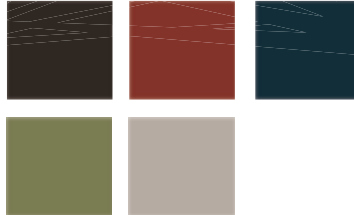
RAILING

142 Street Stop Options

HAVE YOUR SAY



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Have Your Say:

This design theme is based on your input from Stage 2. Which elements best reflect your neighbourhood?

BENCHES



GARBAGE BINS



WALLS



PAVING



COLUMN WRAPS



RAILING



149 Street Stop Plan



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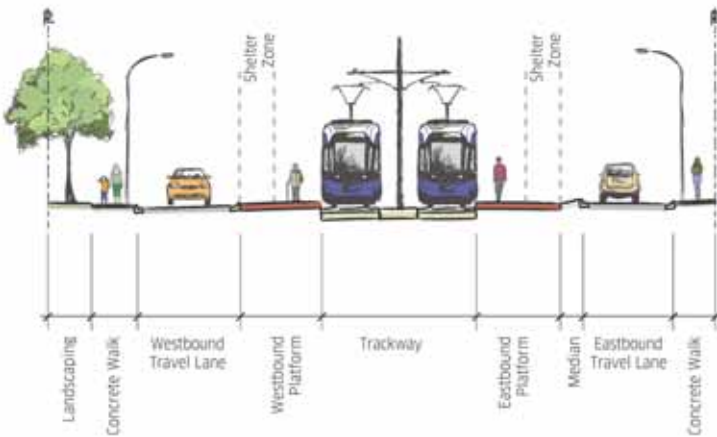
Stop Site Plan

- Note:
- Design to be coordinated with the Stony Plain Road Streetscape Initiative.

Legend

Trackway - Embedded	Asphalt Road Surface	Potential Landscape Area (Hard or Soft)	Bike Parking Locations to be Determined
Pedestrian Crossing	Concrete Walk	Stop Platform	Pedestrian Access
Signalized Intersection	Signalized Pedestrian Crossing	Easting Bus Stop	SCALE 1:1000

Note: All bus stop locations and bus routes are being reviewed by ETS to provide an integrated bus/LRT transit system. This will be completed prior to commencement of construction.



Cross-section A (Looking East)
Note: Cross-section to be confirmed through Preliminary Design



View 1 - Existing Condition
Looking east along Stony Plain Road towards 151 Street.

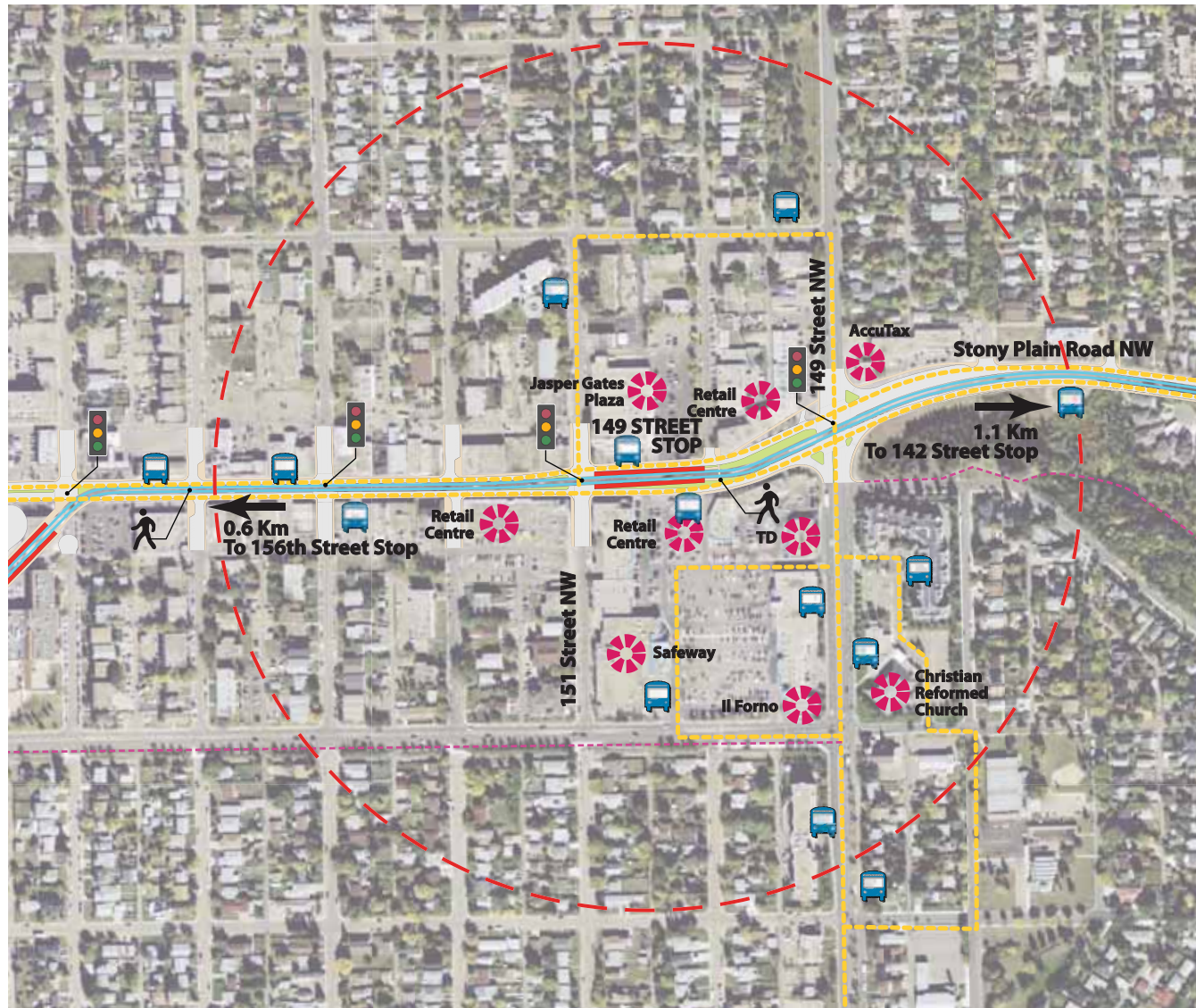


View 1 - Concept Rendering

149 Street Stop LRT in your Neighbourhood



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LEGEND	
	SE-West LRT Stops/Stations
	SE-West LRT Route
	Road
	Existing Bus Route**
	Existing Bus Stop**
	Median
	Sidewalk
	Existing Bike Route*
	Origins/ Destinations
	400m Radius/ 5 minute walk
	Signalized Intersection
	Pedestrian Activated Crossings

**All bus stop locations and bus routes are being reviewed by ETS to provide an integrated bus/LRT transit system. This will be completed prior to commencement of construction.

*Existing bike routes from City of Edmonton 2011 Cycle Route map. Future bike routes from City of Edmonton: Bicycle Transportation Plan.

149 Street Area Connectivity



Not To Scale
DATE: November 2012



149 Street Stop: Theme



Your Stage 2 comments provided direction for this stop theme

“Traditional feel.”

Design Theme:
What We Heard from Stage 2



BENCHES



GARBAGE BINS



WALLS



PAVING



COLUMN WRAPS



RAILING

Design to be coordinated with the Stony Plain Road Streetscape Initiative.

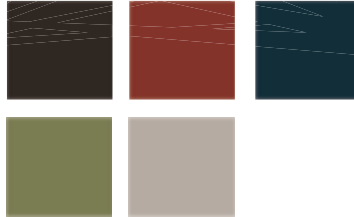


149 Street Stop Options

HAVE YOUR SAY



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Have Your Say:

This design theme is based on your input from Stage 2. Which elements best reflect your neighbourhood?

BENCHES



GARBAGE BINS



WALLS



PAVING



COLUMN WRAPS



RAILING



Design to be coordinated with the Stony Plain Road Streetscape Initiative.



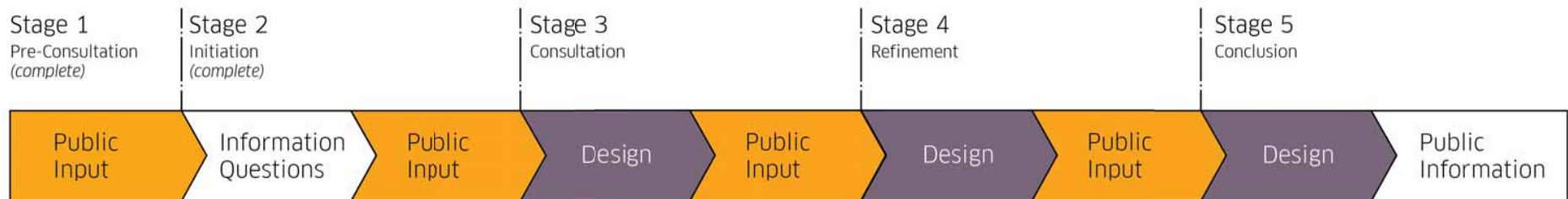
Thank You



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Thank you for your input!

Your input from tonight's session will be provided to Preliminary Design team and available online at www.edmonton.ca/LRTprojects.ca



We hope to see you during **Stage 4 - Reinement**

Areas 1-4 Sept 2012

Areas 5-6 June 2013