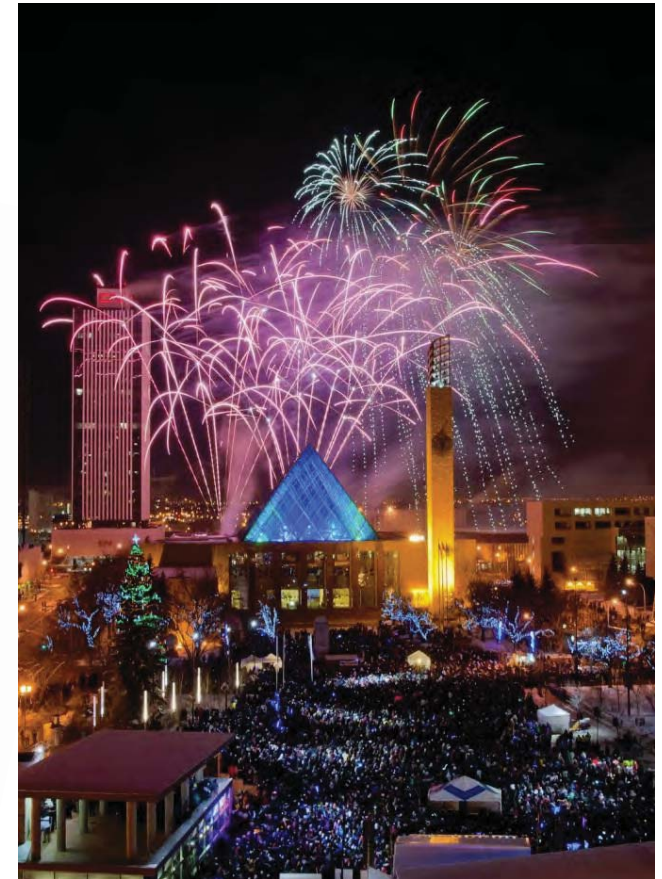


Concept Planning Study Northwest LRT (NAIT to NW City Limits) Open Houses - June 19-20, 2012



Public Meeting Agenda

- Meeting purpose
- LRT planning: project background
- Urban-style LRT
- Public involvement : what we heard
- Station & track alignment options
- Next steps
- Questions & clarifications
- Have your say (information stations)



Meeting Purpose

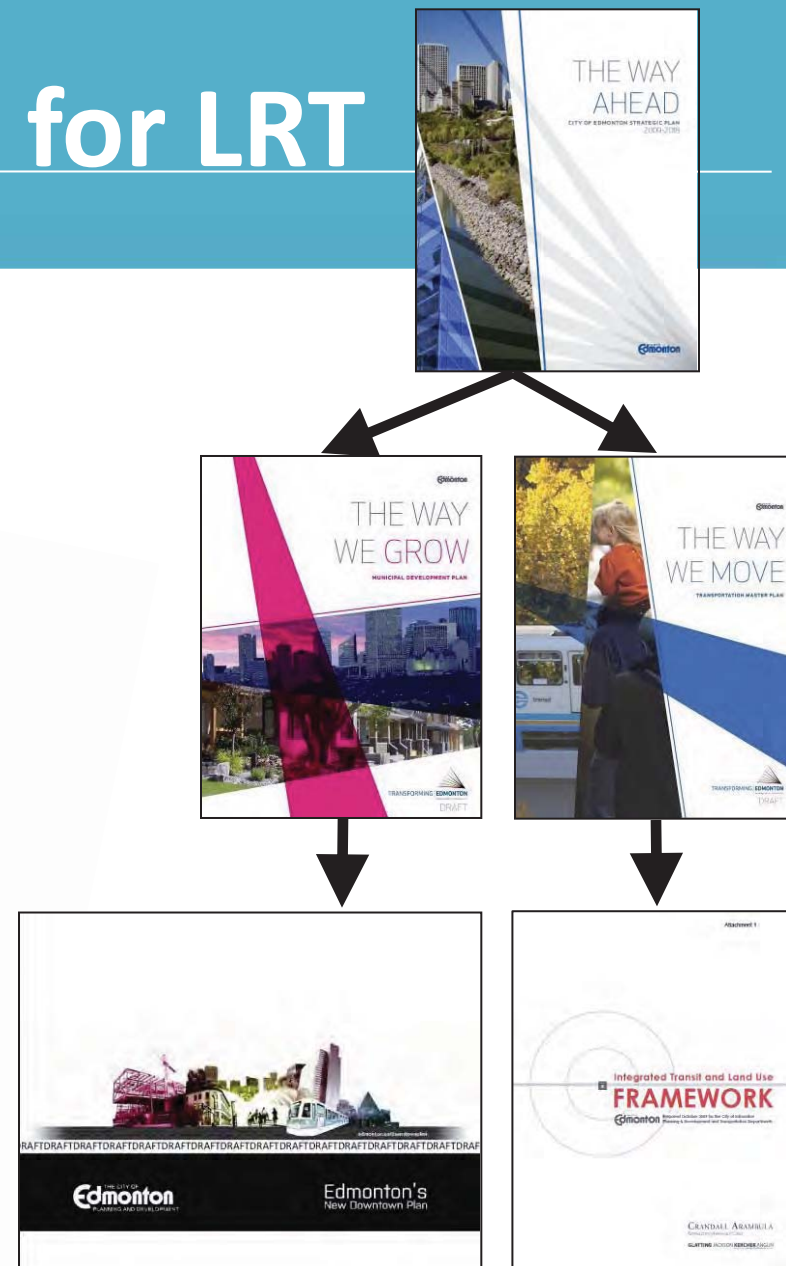
Our Commitment to You

- To provide you with information about the NW LRT concept planning
- Make you an informed commenter
- Listen to your thoughts and comments
- Answer questions and clarify information so you are as informed as possible moving forward to the City Council review

LRT PLANNING: PROJECT BACKGROUND

Basis for LRT

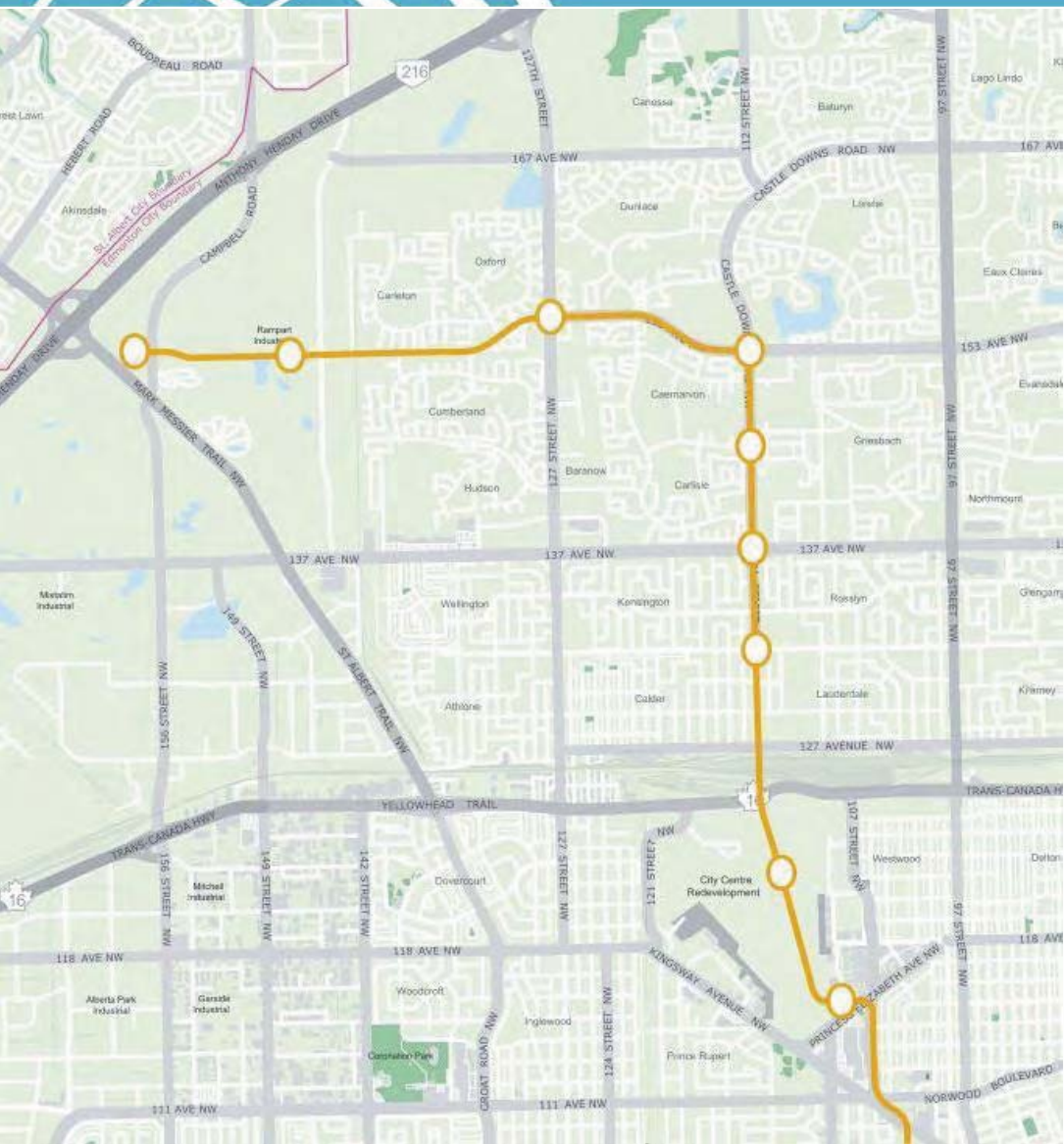
“The City will pursue expansion of the LRT to all sectors of the city with a goal to increase transit ridership and transit mode split, and spur the development of compact, urban communities.”



LRT Network Assessment



NW LRT Approved Corridor



- Corridor fixed:
 - Approved by City Council, July 2010

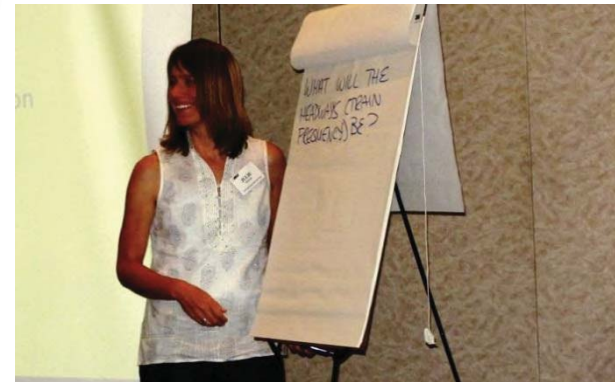
NW LRT Project Purpose

- Builds off of policy:
 - Purpose: Following the approved corridor, develop a Concept Plan to extend the existing LRT system from NAIT to Campbell Road (future park-and-ride) to serve the developed, redeveloping and new neighbourhoods in the City's northwest.



NW LRT Facts

- Partner with City of St. Albert
- NAIT to northwest City limits
- 11 km
- Potentially 10 stations
- Existing Edmonton style high floor vehicle (extension of existing line)
- Anticipated travel time from Campbell Road
 - 30 minutes to downtown
 - 40 minutes to University
- Urban style design

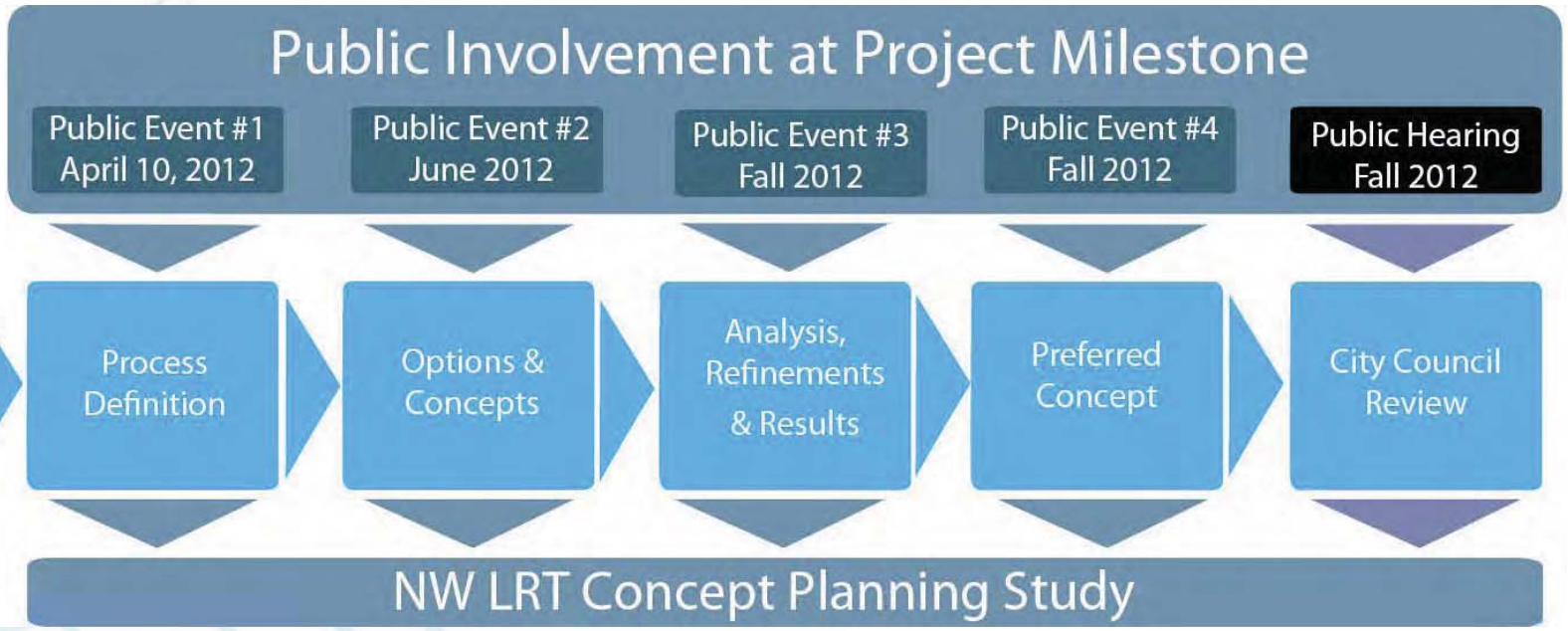


Where We Are Now

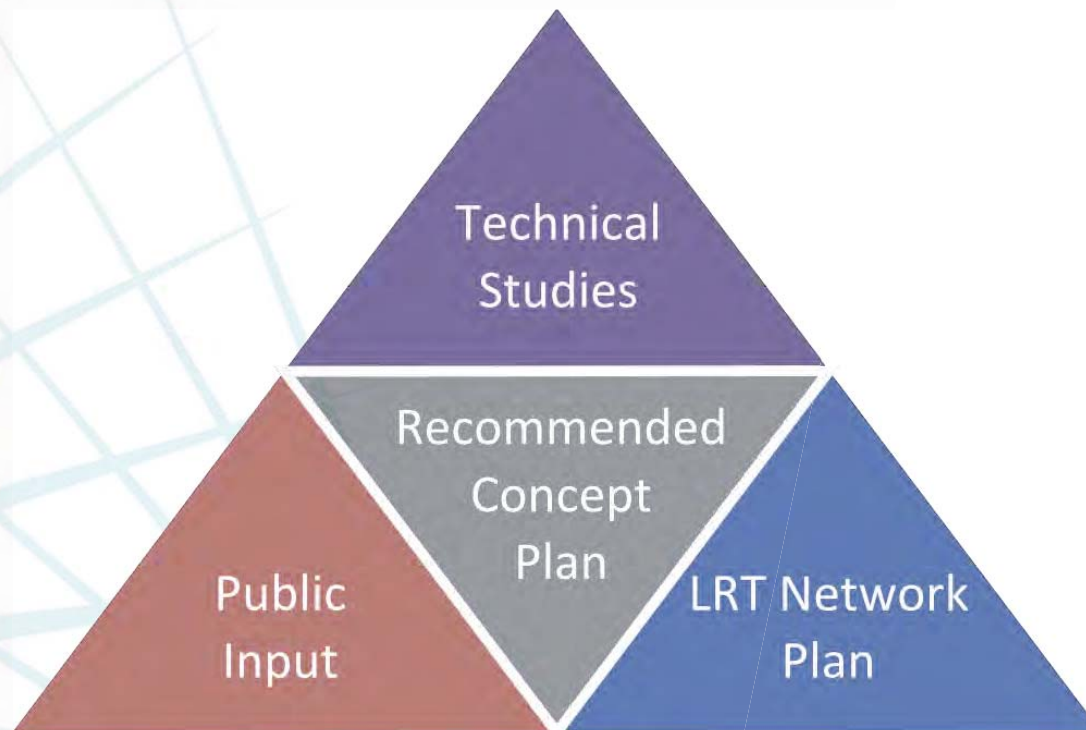
- Corridor approved in July 2010
- 2012 Concept Planning Study
 - Defines location of tracks
 - Defines stations
 - Identifies property requirements
 - Considers auto access/traffic
 - Considers cyclists, pedestrians & bus users
 - Provides information to begin preliminary engineering



Project Process



Three components impact the decisions about the NW LRT stations and track locations



URBAN STYLE LRT

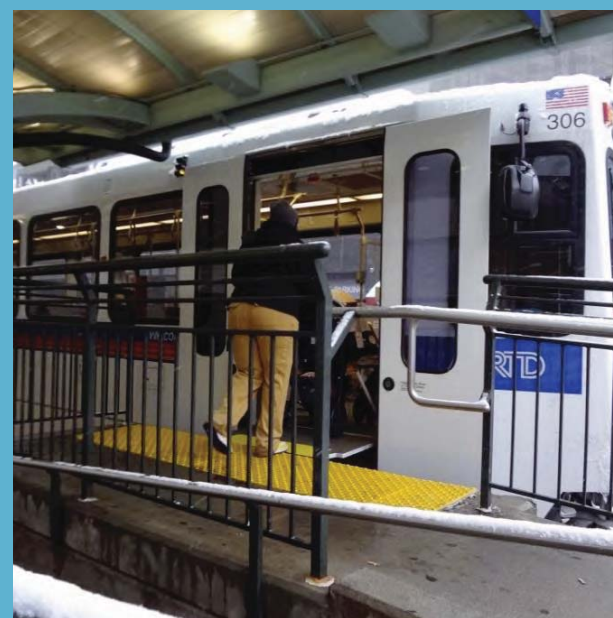
City Council - Urban Style

- City Council policy has defined the future size, scale and operation of LRT.
 - Urban style design for the existing system and new LRT lines
 - NW LRT will be high floor (extension of NAIT)









PUBLIC INVOLVEMENT PROCESS: WHAT WE HEARD

Public Input – What We Heard

- Noise concerns
- Neighbourhood parking
- Cost of LRT development
- Station positioning
- Impact on community
- Property concerns
- Traffic and roadway design
- Safety



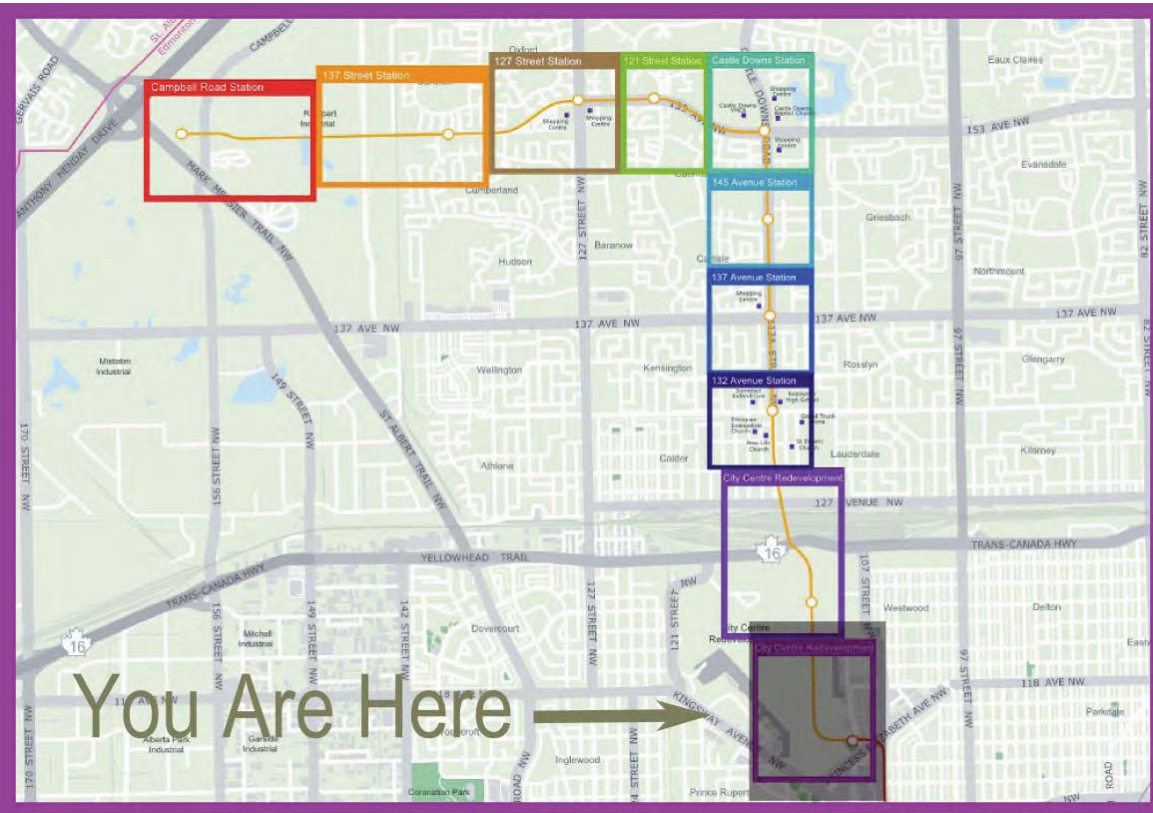
What We Need Input On

- Station options
 - Locations
- Alignment options
 - Track location in right-of-way
 - Access points (auto, pedestrian, cycle)
 - Ideas to maximize LRT success
- Other aspirations for project



STATION & TRACK ALIGNMENT OPTIONS

Station & Alignment Options



- Colour coded
- Station options
- Alignment options
- Roll plots
- Comments & additions

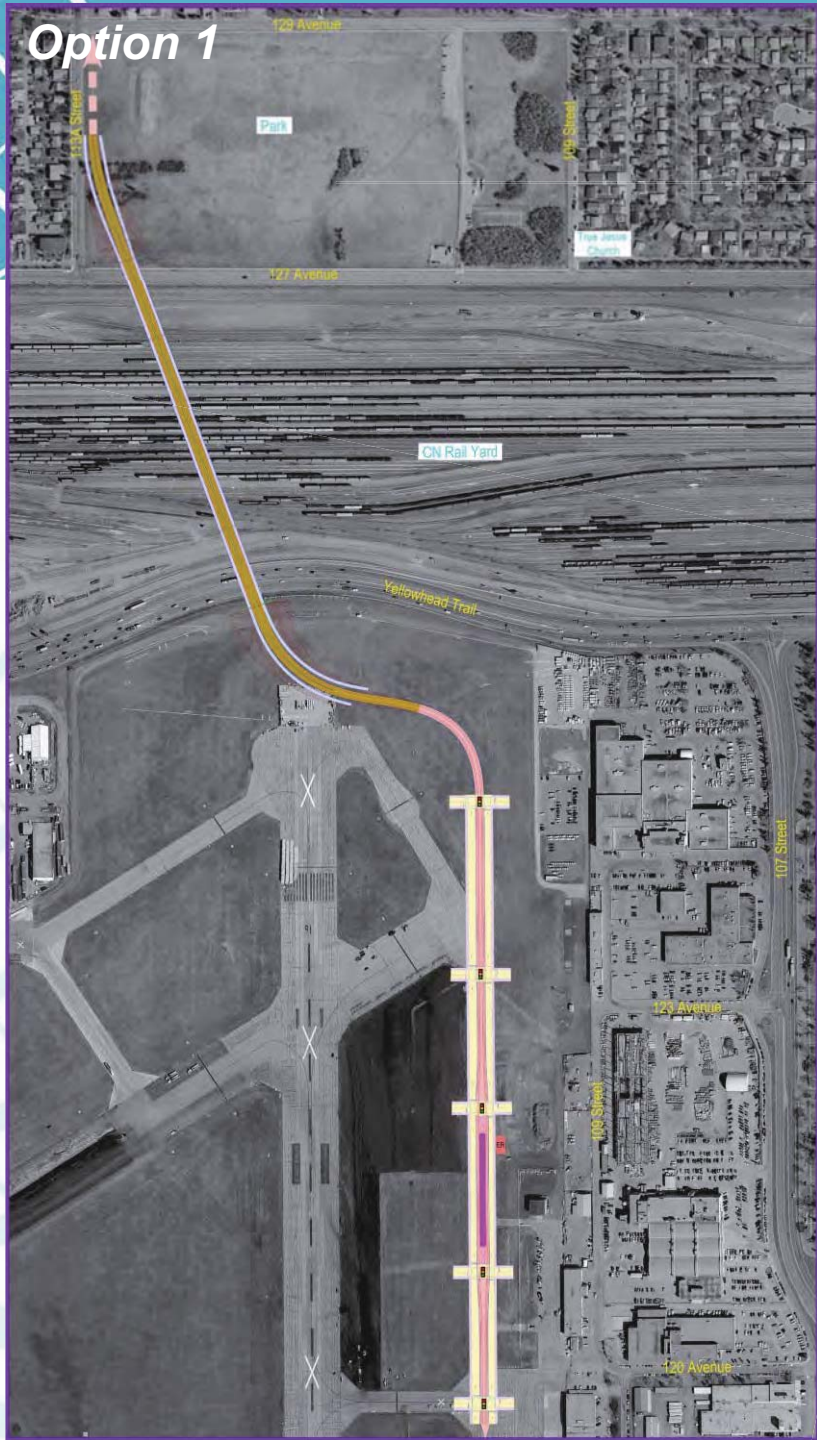
Option 1



City Centre Redevelopment

Stations

Option 1



City Centre Redevelopment

Stations

Option 1



Option 2



113A Street

Alignment

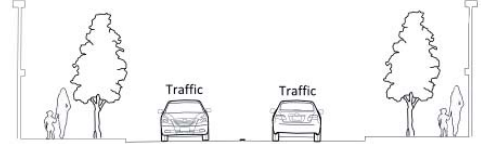
113A Street (129 Ave. – 130 Ave.)

Cross Sections

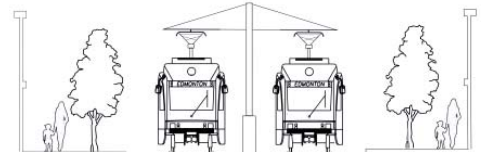
Photo and Cross Section: 113A Street - 129 Ave to 130 Ave (Looking North)



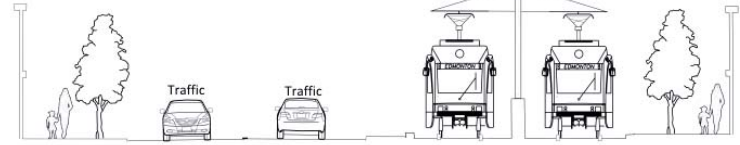
Existing



Option 1: Closure between 129 and 130 Ave



Option 2: East Side of 113A Street



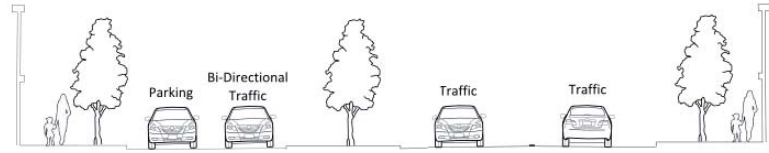
113A Street (130 Ave. – 132 Ave.)

Cross Sections

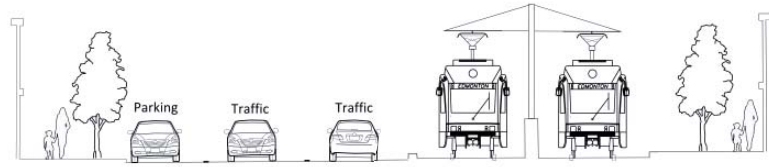
Photo and Cross Section: 113A Street - 130 Ave to 132 Ave (Looking North)



Existing



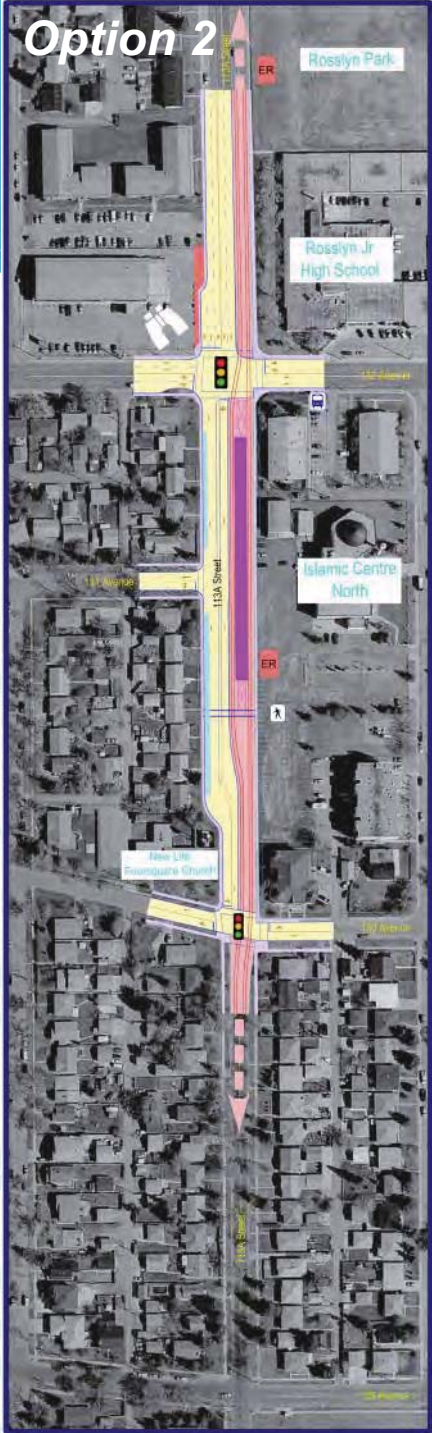
Option 1: South of 132 Ave - East Side



Option 1



Option 2



Option 3



132 Avenue

Stations

Option 1



Option 2



Option 3

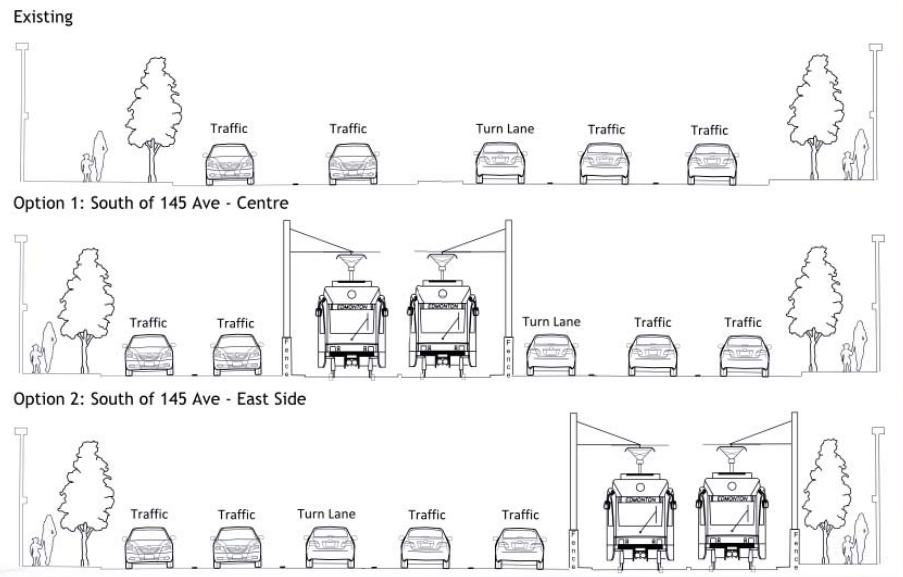


137 Avenue

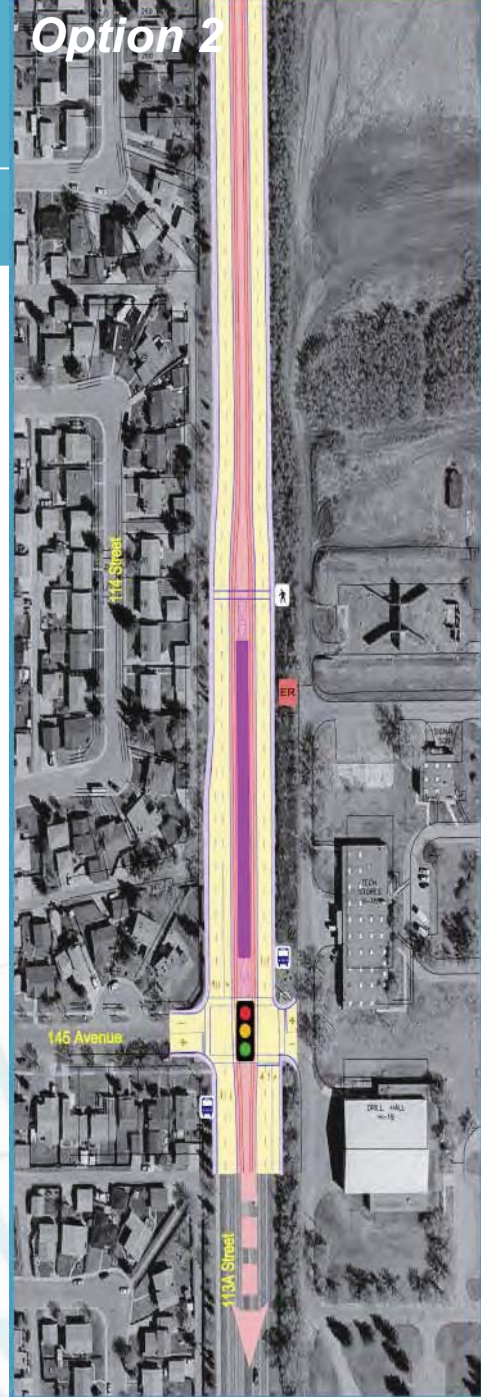
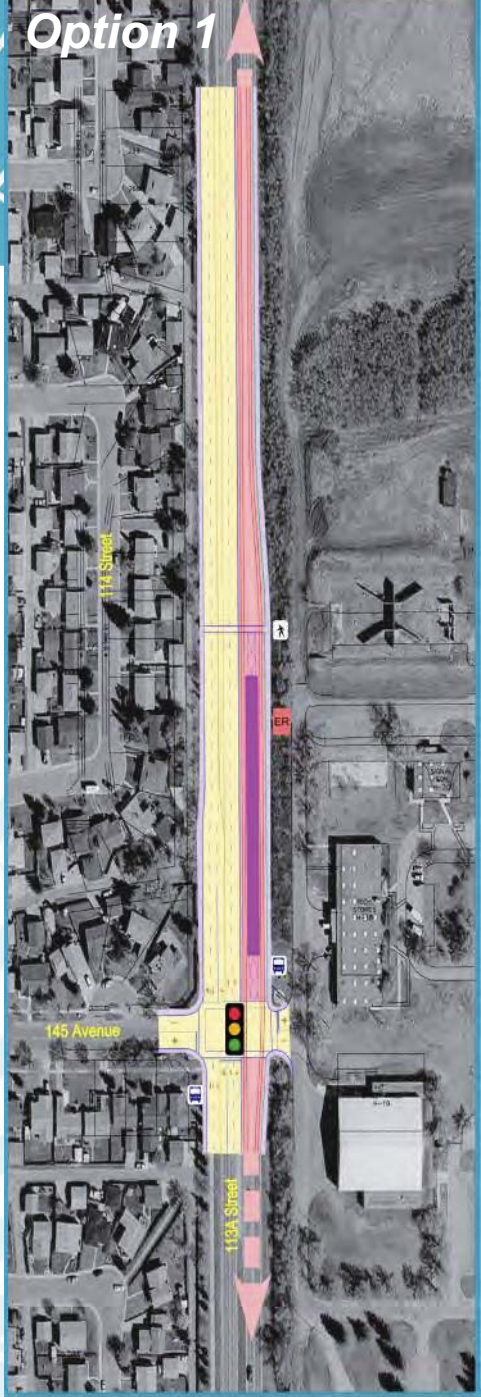
Stations

113A Street (137 Ave. – 153 Ave.)

Photo and Cross Section: 113A Street - 137 Ave to 153 Ave (Looking North)



Cross Sections



145 Avenue

Stations

Castle Downs

Stations



Stations

Option 1



Stations

Option 1

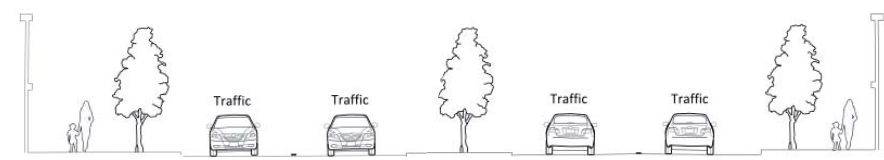


153 Avenue (121 St. – 127 St.)

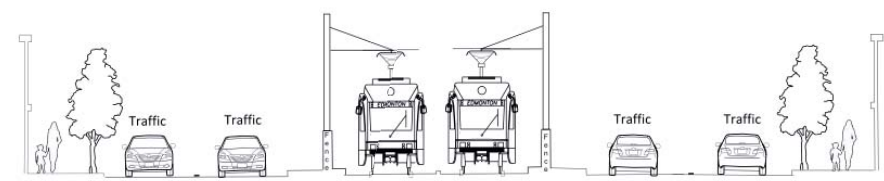
Photo and Cross Section: 153 Ave - 121 St to 127 St (Looking West)



Existing



Option 1: East of 126 St - Centre



Cross Sections

Stations

Option 1



153 Avenue (134 St. – 139 St.)

Cross Sections

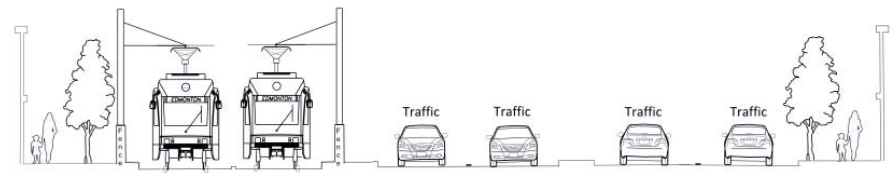
Photo and Cross Section: 153 Ave - 134 St to 139 St (Looking West)



Existing



Option 1: East of 137 St - South Side



Stations

Option 1



NEXT STEPS

Next Steps

- Have your say about the options presented - tonight (or online)
- Engage with staff
- Your ideas will help team evaluate the proposed concept design & options
- Fall 2012 – draft concept plan presented at public event – final opportunity to provide feedback

Multiple Ways to Provide Input

- Comment forms
- Comment computers
- Roll plot & board 'notes'
- Email or mail after the meeting
 - Comment period closes:
July 4, 2012



QUESTIONS?

Q&A Format

- 15 minute period for question & clarifications on the presentation
- Facilitator recognizes 5 commenters
- Wait for the microphone
- 1-2 minute question (maximum)
- Captured by scribes
- Clarification response



www.edmonton.ca/lrtprojects.ca

THANK YOU!

NW LRT – Urban Style

- Designed to fit within urban environment
- Dedicated space for LRT within road (does not mix with traffic)
- LRT priority at intersections
- Operates safely in pedestrian-oriented communities
- Integration of LRT into communities served
 - Smaller scale stations
 - Reduced property requirements
 - Fewer barriers
 - Use of landscaping, streetscaping and architectural features
 - Direct transit, pedestrian and cycle connections