

Concept Planning Study Northwest LRT (NAIT to NW City Limits) Open Houses – December 5 & 6, 2012



Public Meeting Agenda

- Meeting purpose
- LRT planning: project background
- Urban-style LRT
- Public involvement : what we heard
- Recommended concept plan
- Next steps
- Questions & clarifications
- Leave your comments



Meeting Purpose

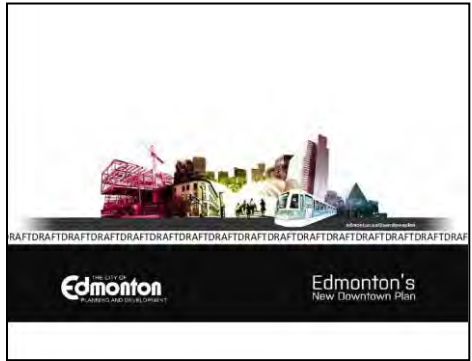
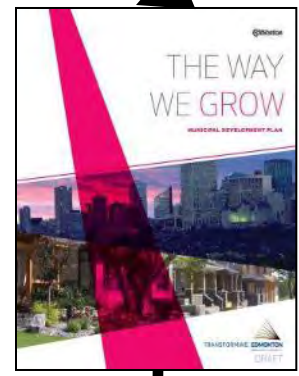
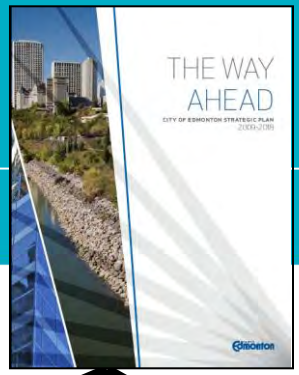
Our Commitment to You

- To provide you with a clear overview of the recommended NW LRT concept plan
- Make you an informed commenter
- Provide your comments to City Council
- Answer questions and clarify information so you are as informed as possible moving forward to the City Council review

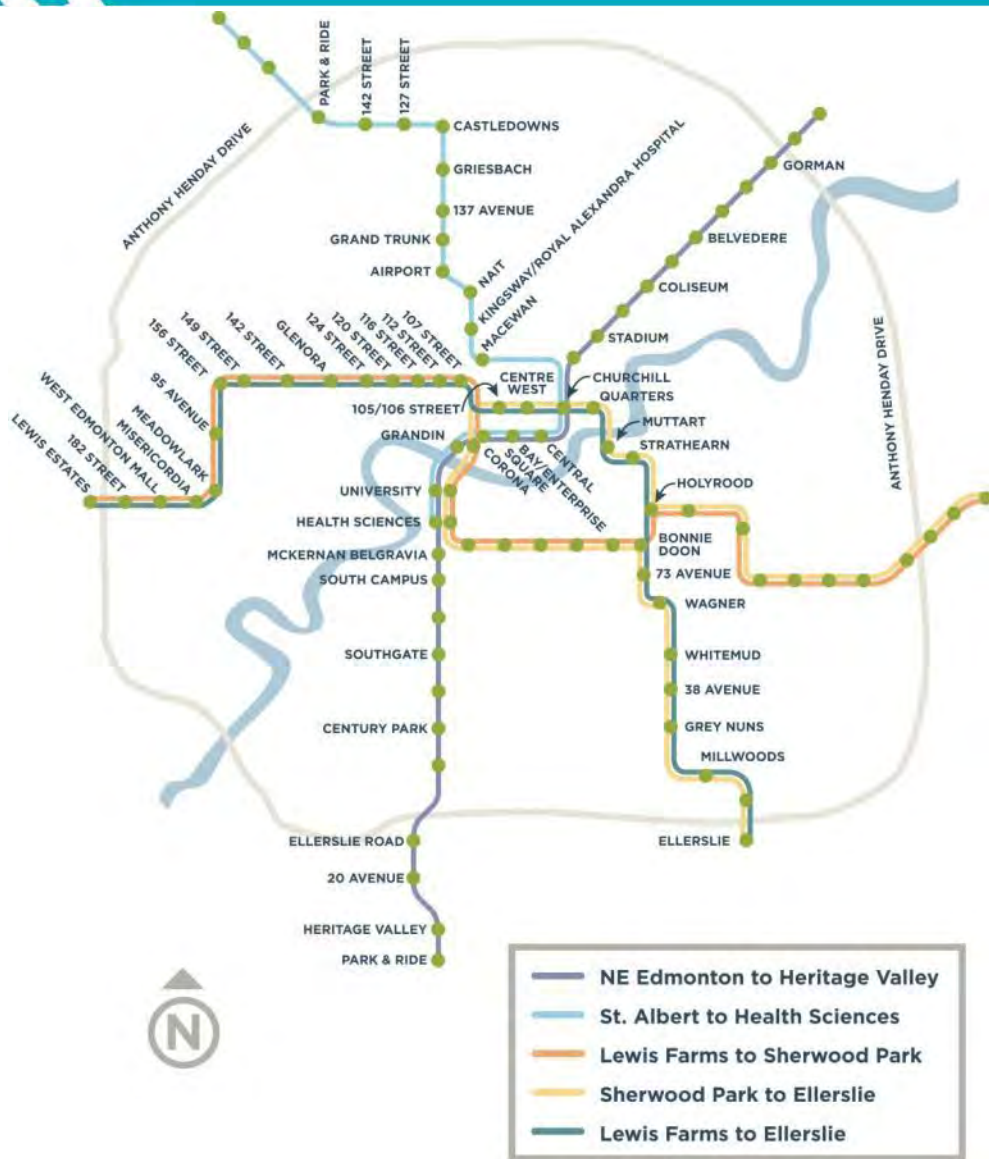
LRT PLANNING: PROJECT BACKGROUND

Basis for LRT

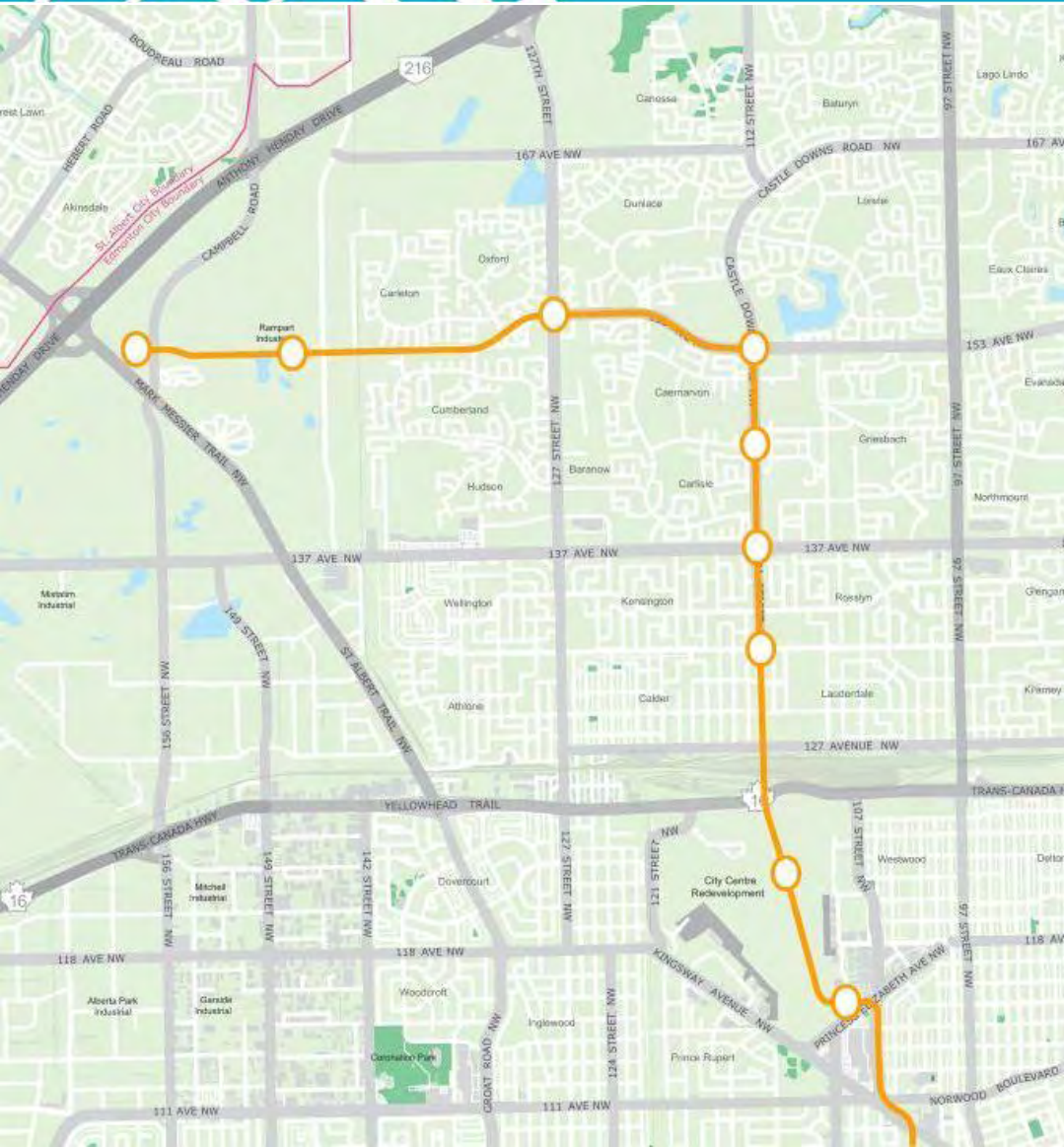
“The City will pursue expansion of the LRT to all sectors of the city with a goal to increase transit ridership and transit mode split, and spur the development of compact, urban communities.”



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
- Proposed 9 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



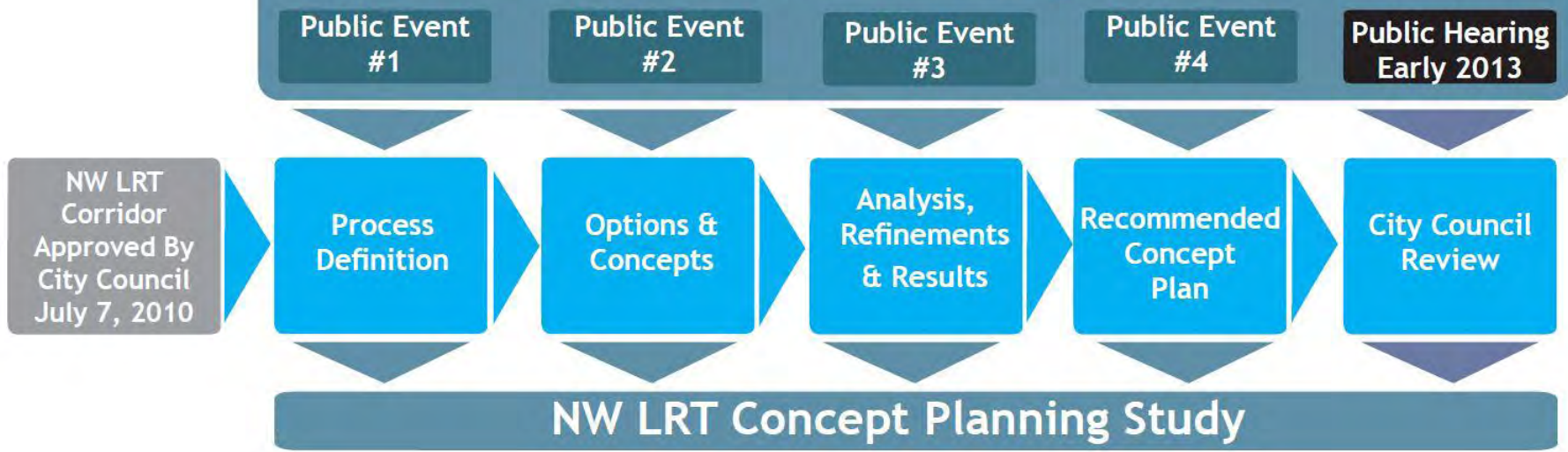
Where We Are Now

- 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

Public Involvement at Project Milestones



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 – Key Concerns

- Traffic congestion
- Congestion where traffic is diverted (97 Street, 127 Street, 137 Avenue)
- Perceived loss of property value
- Noise impacts
- Impacts to general neighbourhood aesthetics
- Impacts to parking at YMCA
- General safety and crime



Public Input – Key Concerns

- Pedestrian safety related to crossings
- Location of Kiss and Ride at YMCA
- Location of Campbell Road station
- Concerns about removal of right/left turns
- Concerns about relocation of Castle Downs Transit Centre currently near seniors' complex

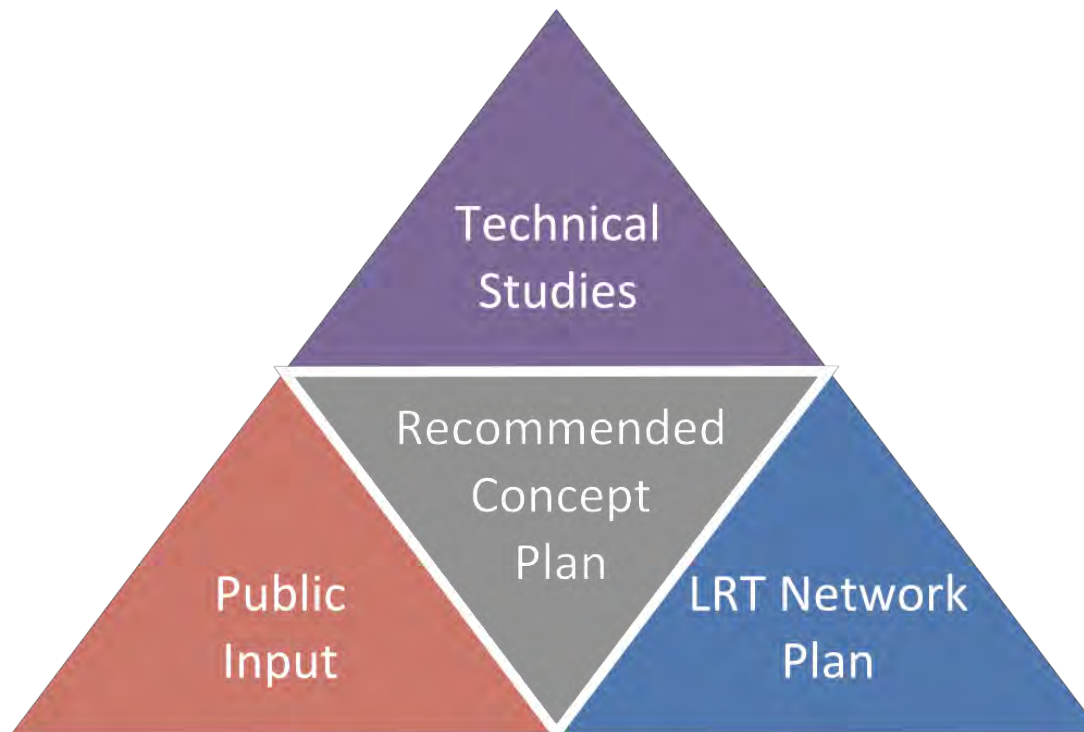


Public Input - Support



- High level of satisfaction for:
 - Station locations
 - Track alignment
 - Shared use paths
 - Pedestrian/bicycle path on bridge across CN's Walker Yard/Yellowhead Trail
 - Fencing along LRT tracks within Grand Trunk dog park

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



Adjustments to Concept Plan

- Refined westbound left turn from 137 Avenue into Castle Down Road
- Provided left turn into Castle Downs Mall from Castle Down Road
- Improved continuity of shared use path at 137 Avenue
- Refined arrangement of 137 Avenue Transit Centre
- Provided Kiss and Ride provided at 137 Avenue Station



Adjustments to Concept Plan



- Moved equipment room location for 145 Avenue Station to west side of Castle Downs Road
- Provided Kiss and Ride at 145 Avenue Station
- Increased length of left turn lanes at 145 Avenue and 153 Avenue
- Signalled intersection access to YMCA from Castle Downs Road and provided pedestrian crossings
- Moved Kiss and Ride at Castle Downs Station

Adjustments to Concept Plan

- Refined arrangement of Castle Downs Transit Centre
- Provided turn lane westbound on 153 Avenue to provide access to the Castle Downs Spray Park
- Removed median along 153 Avenue between 134 Street and 142 Street to reduce corridor width and further separate LRT from adjacent properties
- Provided buffer from road for all sidewalks and shared use paths



Noise Analysis



- A noise study was conducted following the City's Urban Traffic Noise Policy
- Readings along corridor and projections for future traffic and LRT
- Noise attenuation is required at two locations
 - Southwest corner of 139 Ave
 - Southeast corner of 131 Street
- Further refined during preliminary engineering

RECOMMENDED CONCEPT PLAN REVIEW

City Centre Redevelopment

New traffic signals to accommodate LRT and vehicle movements

Increased potential for higher density, Transit-Oriented Development

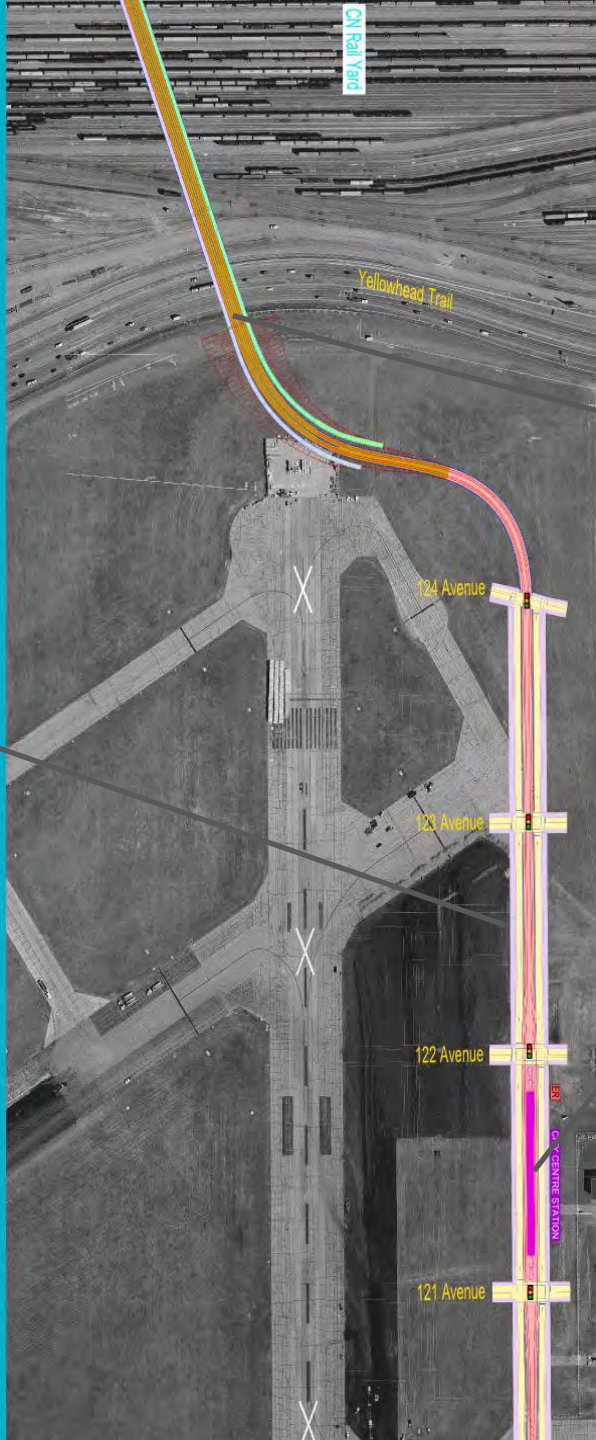
New NAIT Station

Station position that provides equal access to NAIT and CCR town centre

*Recommended
Concept Plan*



City Centre Redevelopment



New traffic signal to accommodate LRT and traffic movements

LRT/pedestrian/cycle bridge crossing

CCR North Station

Increased potential for higher density, Transit-Oriented Development

*Recommended
Concept Plan*



113A Street



Retained traffic access

Enhanced Shared use path connection

Impacts Property

Improved streetscape and landscape opportunity

Provided pedestrian crossings

LRT fenced from park

Minimizes impact to park

Recommended Concept Plan

132 Avenue

Left Turn Bay Increased

Pedestrian and cyclist access and facilities

Signalled Intersection

Retained traffic access



Increased accessibility for both nearby schools and activity centres

Easy bus interchange

Pedestrian crossings

Recommended Concept Plan

137 Avenue



Reduced traffic lanes focused on local access

Retained on-street parking

Tracks located away from homes

Shared use path

Local traffic connection and parking retained



***Recommended
Concept Plan***

137 Avenue

New traffic signal

Kiss & Ride

Access to Castle Downs Mall

Removal of channelized right turn

Potential for Transit-Oriented Development

Shared use path connection and cycle facilities

Transit Centre

Kiss & Ride

Recommended Concept Plan



145 Avenue



New traffic signal intersection

Kiss & Ride

New traffic signal intersection

Shared use path connection and cycle facilities

Provide pedestrian crossing

Station provides equal access to residents

Minimal property impact

*Recommended
Concept Plan*

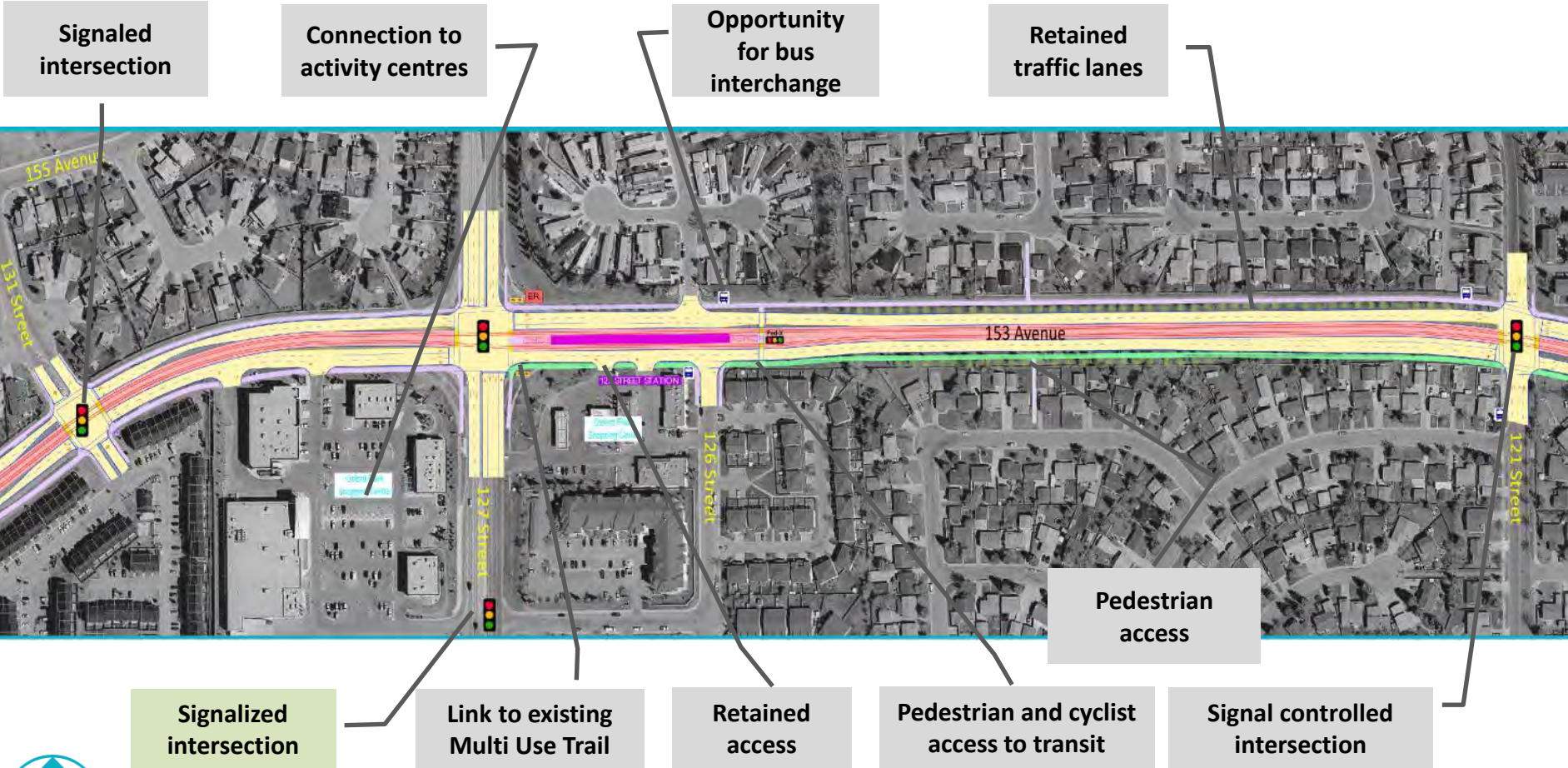


Castle Downs

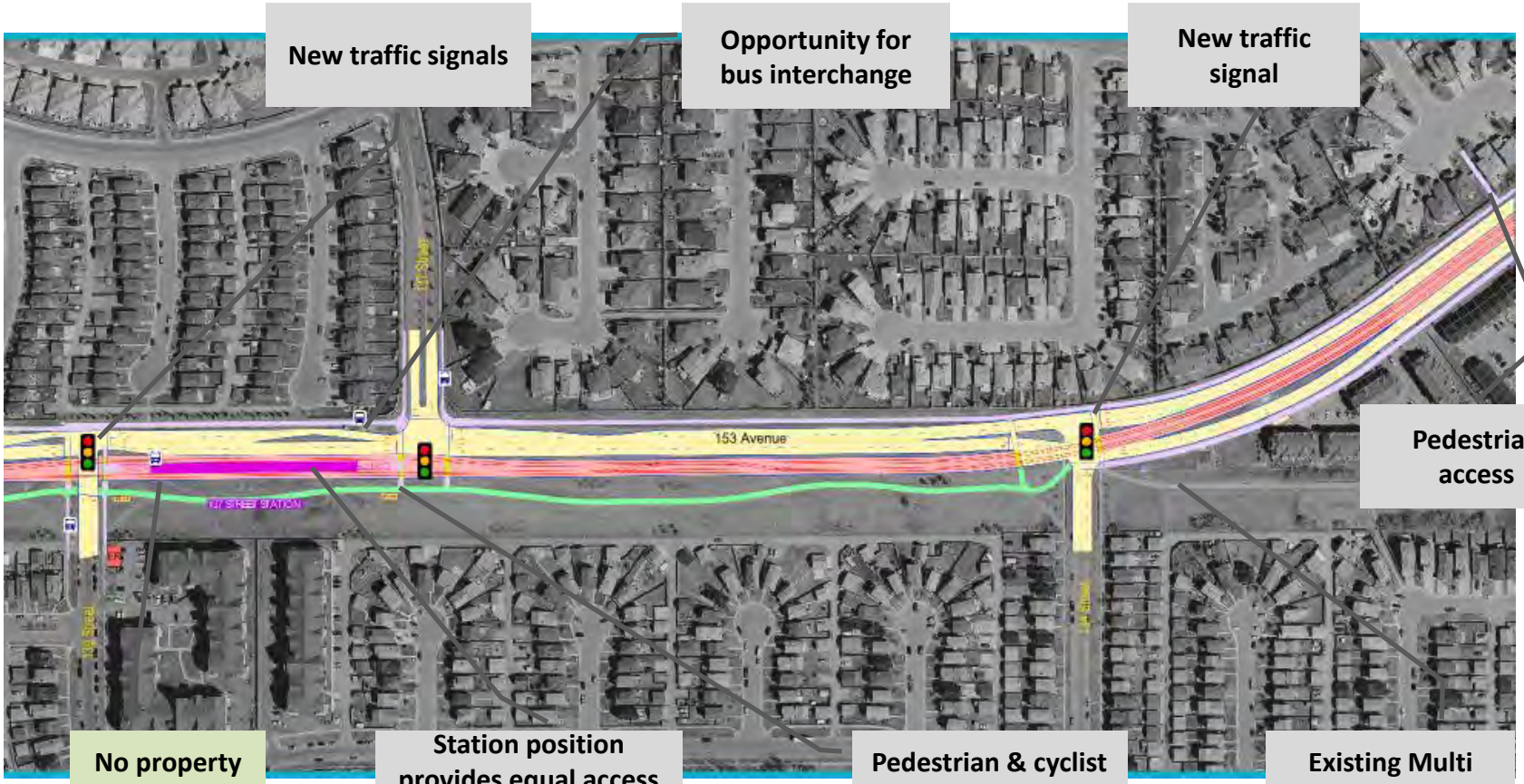
Recommended Concept Plan



Recommended Concept Plan



Recommended Concept Plan



New traffic signals

Opportunity for bus interchange

New traffic signal

Pedestrian access

No property impacts

Station position provides equal access to community

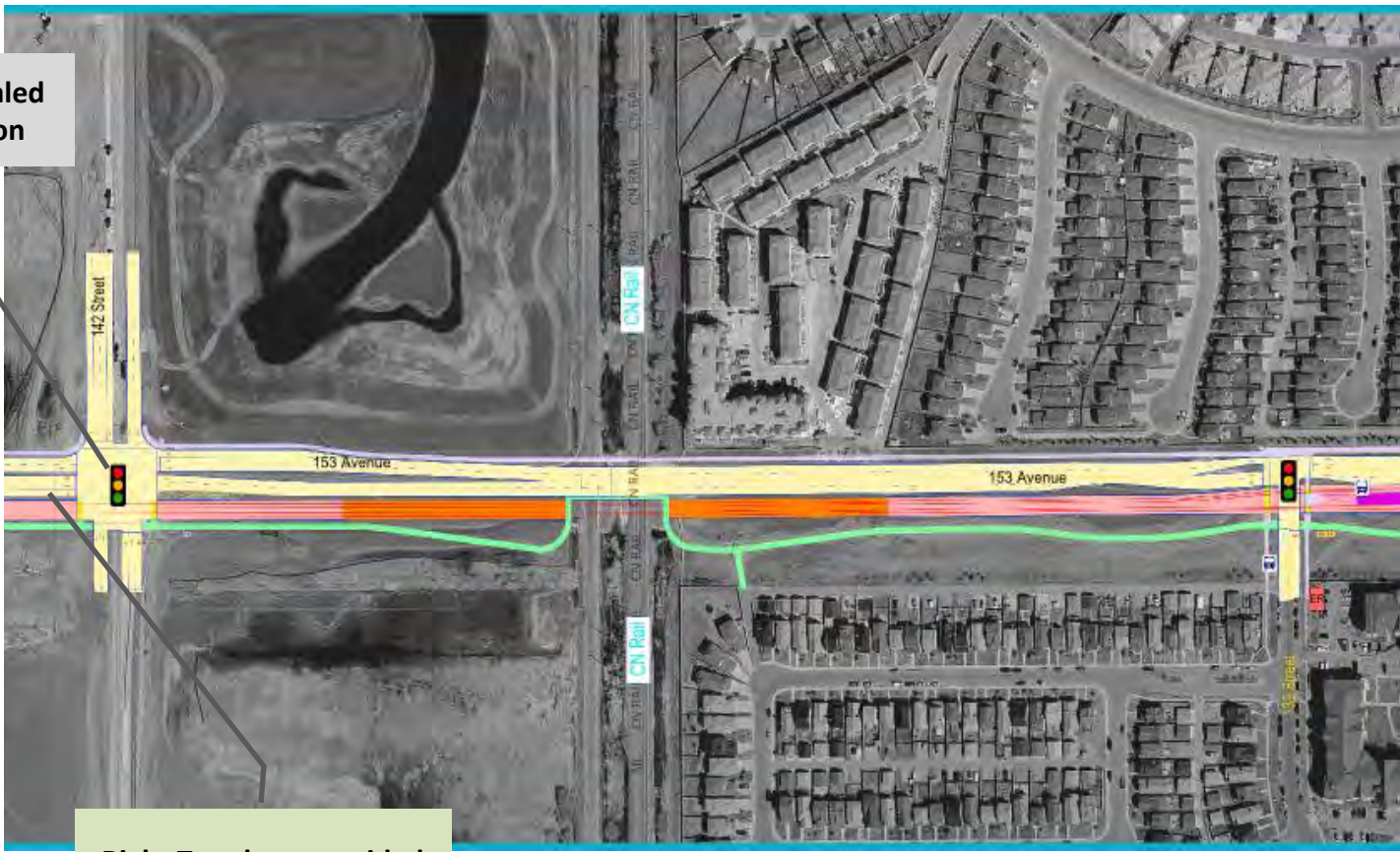
Pedestrian & cyclist access to transit

Existing Multi Use Trail



Recommended Concept Plan

Traffic signaled intersection

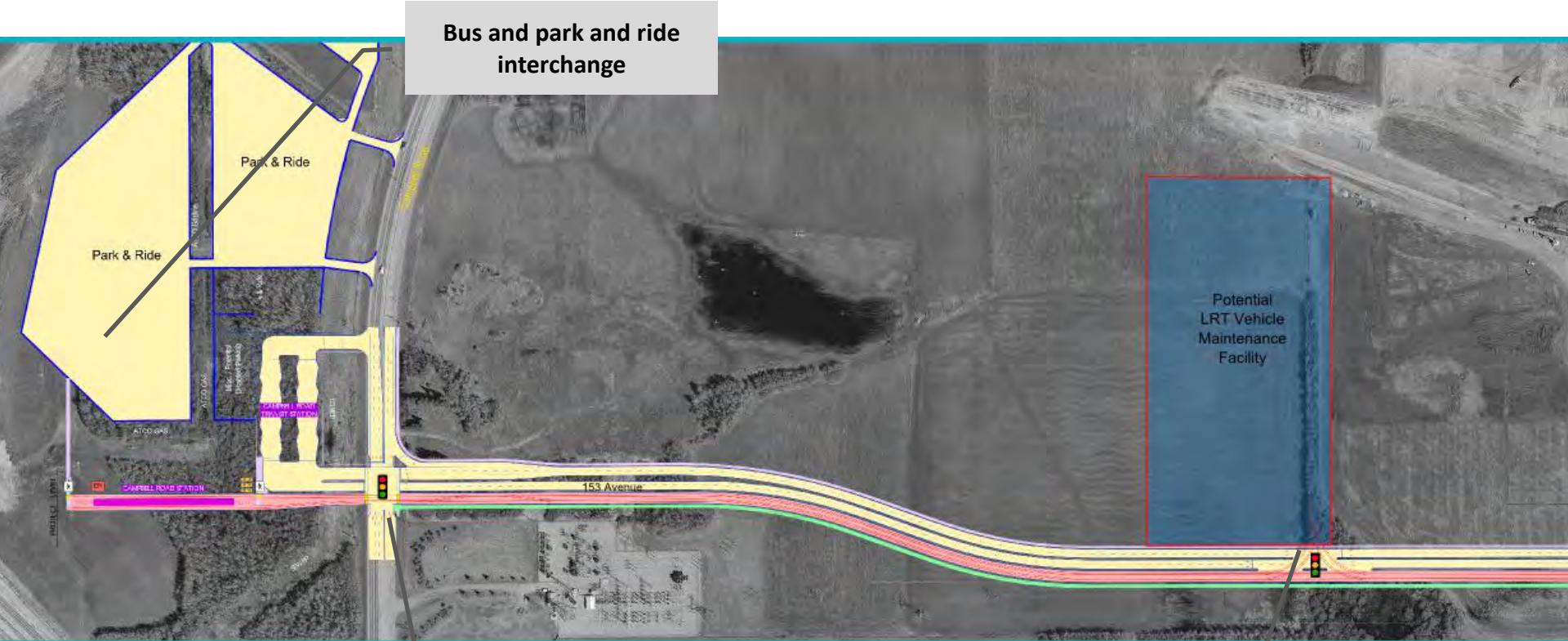


Right Turn lane provided



Campbell Road

Recommended Concept Plan



Bus and park and ride interchange

Potential LRT Vehicle Maintenance Facility

New traffic signal

Connection to OMF



NEXT STEPS

Next Steps

- Comments received tonight will be included in a report
- Report and Recommended Concept Plan will be presented to City Council's Transportation and Infrastructure Committee (TIC) at a public hearing in 2013 at City Hall
- Register to speak: Edmonton.ca/meetings or call 780.496.8178

Multiple Ways to Provide Input

- Comment forms
- Roll plot & board 'notes'
- Email or mail after the meeting
 - Comment period closes:
December 13, 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



Thank You!

- Four public input opportunities (April, June, September and December 2012)
- High level of community participation
- Thank you—your input helped shape the NW LRT Recommended Concept Plan

www.edmonton.ca/lrtprojects