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Welcome

Northwest Light Rail Transit (LRT) Concept Planning Study

NORTHWEST LRT CONCEPT PLANNING STUDY

Urban-Style, High-Floor LRT

In June 2009, City Council approved a long-term LRT Network Plan, which included a proposed change in design approach from the existing suburban style to a more urban-style LRT

Urban style means:

- Dedicated space for LRT within the road (does not mix with traffic)
- Provides priority for LRT at intersections
- Safe operation in pedestrian-oriented communities
- Designed to fit within urban environment

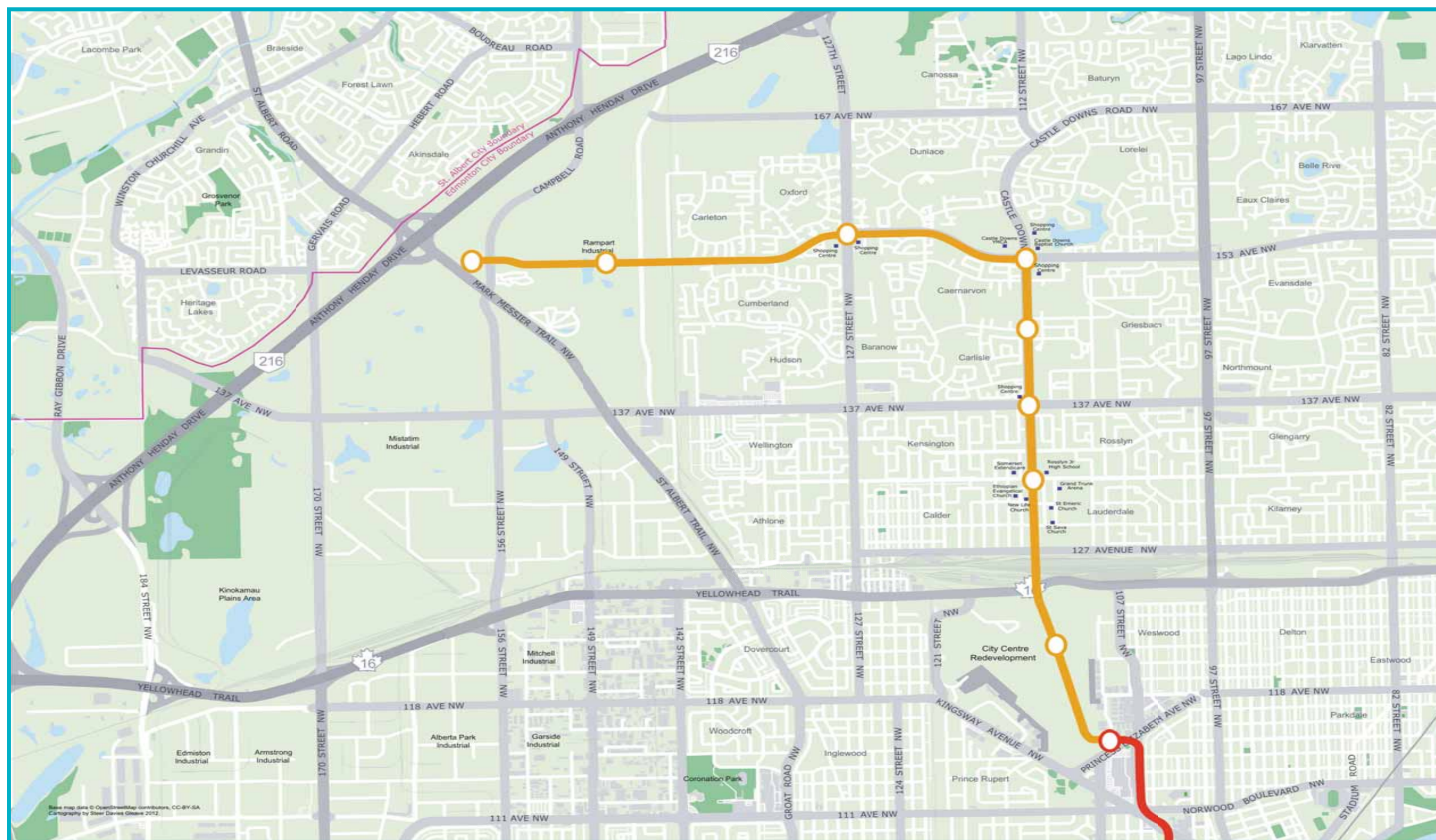
Benefits of urban LRT:

- Improved integration of LRT into the communities served
- Smaller-scale stations with closer stops
- Reduced property requirements
- Fewer barriers
- Use of landscaping, streetscaping & architectural features
- Direct transit, pedestrian & cycle connections
- Use of embedded track (where appropriate) instead of rock/railway ties



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July 7, 2010 - City Council Approved Corridor (Transportation System Bylaw 15101)



NORTHWEST LRT CONCEPT PLANNING STUDY

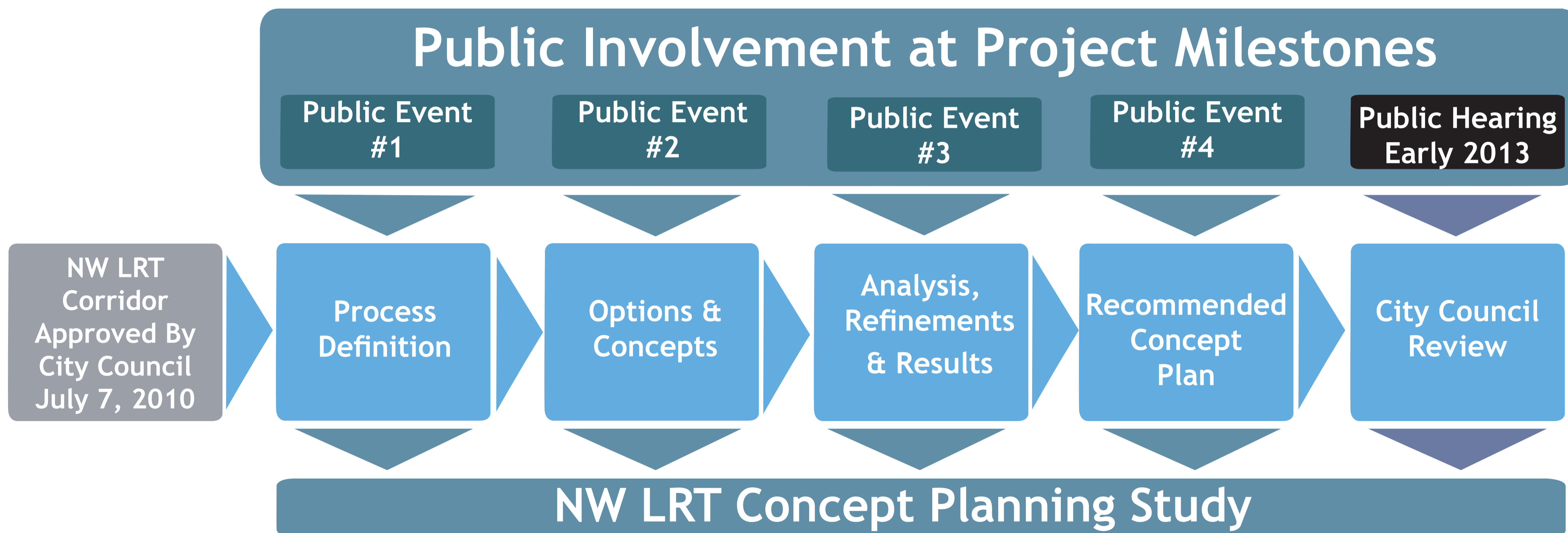
Where We Are Now: 2012 Concept Planning Study

- The previous phase identified the route the LRT should follow
- This Concept Planning Study is to develop a concept plan that:
 - Defines specific location of tracks & stations within the approved route
 - Defines the layout of stations
 - Defines property requirements (if any)
 - Defines auto access requirements for adjacent properties
 - Considers ease of access & interchange for cyclists, pedestrians & bus users
 - Provides necessary information to begin preliminary engineering
- A recommended concept is anticipated for City Council review by early 2013



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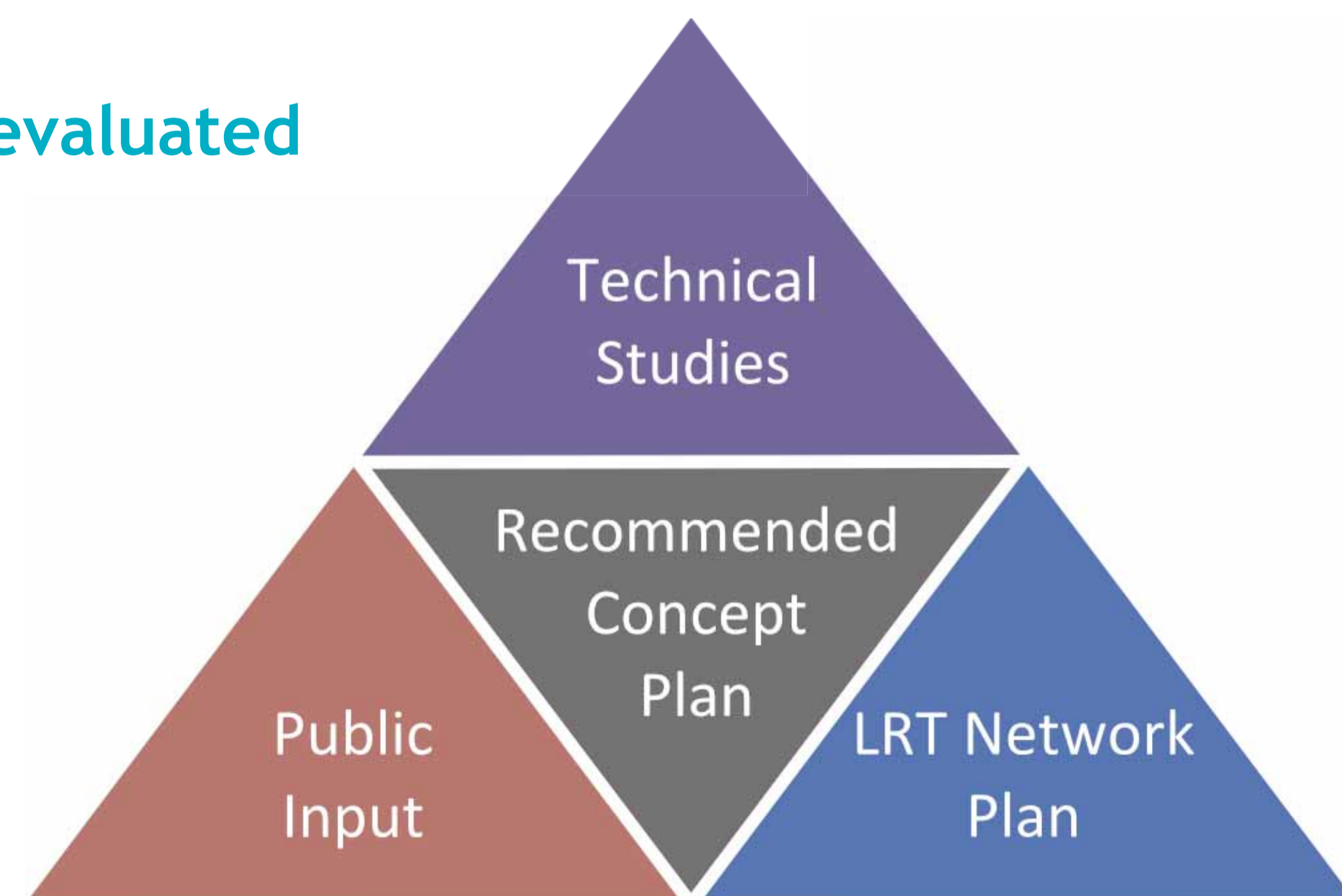
Project Process



NORTHWEST LRT CONCEPT PLANNING STUDY

Evaluation

- The Draft Concept Plan has been created & evaluated based on input from you at each milestone
- Your input is used together with other elements to inform the planning process



NORTHWEST LRT CONCEPT PLANNING STUDY

What We Heard in June and September 2012

Concern: Traffic congestion - general

Response: Traffic congestion has been considered by the design team and traffic analysis conducted to ensure road traffic continues to flow after the LRT line is built.

Concern: Castle Downs Road/153 Avenue intersection and the impact on traffic

Response: Traffic congestion has been considered by the design team and traffic analysis conducted to ensure road traffic continues to flow after the LRT is built.

Concern: Congestion on roads that traffic will be diverted to because of lane reductions

Response: Lane reductions are required in some areas south of 137 Avenue along the LRT corridor to avoid property impacts. Studies show there is capacity on adjacent roadways such as 137 Avenue, 127 Street and 97 Street to accommodate this shift. Additional operational changes such as adding more left-turn opportunities have also been made to address this impact.

Concern: 113A Street in general and retaining traffic on 113A Street between 129 Avenue and 130 Avenue (conflicting views)

Response: Members of the public have differing views on the position of the LRT line. Following evaluation of the options, the design team recommends that traffic remain on 113A Street between 129 Avenue and 130 Avenue and that properties on the east side of the street be purchased to allow for construction of the LRT.

Concern: Local traffic impacts and through traffic/neighbourhood traffic

Response: The traffic analysis does not show any major disruptions to traffic at the intersections along the corridor. Local traffic implications should also be minimal over time as drivers adjust to new traffic patterns. Traffic lanes on 113A Street south of 137 Avenue were purposely reduced to help prevent potential traffic cutting through communities.

NORTHWEST LRT CONCEPT PLANNING STUDY

What We Heard in June and September 2012

Concern: Provide space for pedestrians and cyclists

Response: New pedestrian and cyclist facilities have been added throughout the LRT corridor to provide maximum accessibility to the stations for residents. Facilities include wider sidewalks, a 3m wide shared-use path and bicycle parking at stations.

Concern: General concerns with location of Campbell Road station

Response: The Campbell Road Transit Centre will be jointly developed by St. Albert and the City of Edmonton prior to the development of the LRT. The City of St. Albert is co-funding the development of the current Concept Plan study for the NW LRT.

Concern: Relocation of the Castle Downs Transit Centre currently located near a seniors' complex

Response: The recommended new location for the transit centre is approximately 300m from the current transit centre. Improved sidewalks and pedestrian crossings have been included to maintain links to the surrounding communities.

Concern: LRT station placement

Response: The number of stations and their placement has been decided based on maximizing ridership through local accessibility to stations by walking and cycling, and connectivity to transit, homes and activity centres.

Concern: Bus integration

Response: The design team has worked directly with ETS to ensure the LRT will be highly integrated with the bus network.

Concern: Parking at the YMCA

Response: Parking at the YMCA has been reduced by 10% to provide space for the LRT and associated transit centre. In line with the City's Park and Ride Policy, no provision has been made for a Park and Ride at this location. A parking management plan will be developed prior to operation of the LRT to locally restrict the potential for parking and riding while maintaining flexibility for patrons to access the YMCA.

NORTHWEST LRT CONCEPT PLANNING STUDY

What We Heard in June and September 2012

Concern: Provide easy access to residents

Response: The design team's goal is to provide the greatest access priority to those walking and cycling to the stations. Recommendations for enhanced pedestrian and cycling infrastructure are included in the Recommended Concept Plan. All stations will be easily accessible for all citizens. Gentle slope ramps are provided at the ends of each platform for ease of movement of passengers.

Concern: Cost and timing of project

Response: As there is currently no funding in place for the NW LRT, there is no timeline for preliminary engineering or construction. Costs will vary depending on the future year of construction. In 2012, the total estimated cost of the project would be about \$1.5 billion.

Concern: Connect to destinations

Response: The station locations have been selected to connect to activity centres and destinations along the LRT corridor. The route is integrated with the existing and future LRT and transit network and will provide increased access to City destinations.

Concern: Loss of property frontage access

Response: Frontage access has been retained and alternative access options have been made available to minimize impact wherever possible.

Concern: General safety and crime

Response: All stations will be fitted with appropriate lighting, emergency communications and closed-circuit television (CCTV). Additionally, with stations focused on walk on ridership, more people will be circulating to and from stations creating activity centres that will add eyes/surveillance to the neighbourhood, which can help to increase safety.

NORTHWEST LRT CONCEPT PLANNING STUDY

What We Heard in June and September 2012

Concern: Impact on neighbourhood aesthetics - preserving trees and landscaping

Response: Street trees will be impacted by construction of the LRT. Wherever possible, the LRT design minimizes impact; however, where trees are impacted they will be replaced or compensated for in keeping with the City of Edmonton's Tree Policy. Landscaping improvements will also be provided along the LRT corridor.

Concern: Property value

Response: In studies conducted across North America, the values of homes in neighbourhoods close to mass transit had premiums ranging from 3% to 40%. For more information, please refer to the City of Edmonton's LRT and Property Value fact sheet.

Concern: Proximity to housing

Response: The LRT alignment has been developed to ensure that it is central between property lines or, where possible, located away from properties.

Concern: Noise impacts - general

Response: A noise survey has been conducted using readings taken along the LRT corridor, and projections for future traffic and LRT.

The results show that noise levels will not exceed the City of Edmonton's 65dBA Leq24 threshold when short lengths of boundary fencing are provided at two locations.

Concern: Noise impacts - bells and whistles

Response: It is proposed that the use of gates, barriers and bells are reduced along the Northwest LRT corridor. The design considers limiting gates, barriers and bells wherever possible while maintaining a safe operation between LRT, vehicles and pedestrians.

Concern: Parking

Response: Resident parking will be retained where possible along the LRT corridor. A residential parking program may be considered if parking issues occur in neighbourhoods as a result of the LRT.

NORTHWEST LRT CONCEPT PLANNING STUDY

What We Heard in June and September 2012

At the September 26 and 27 public meetings, we asked participants their level of satisfaction with the Draft Concept Plan.

You told us:

- High level of satisfaction for station locations
- High level of satisfaction for alignment
- Support for shared-use paths
- Support for pedestrian and bicycle path on bridge across CN Walker Yard and Yellowhead Trail
- Support for the fencing along the LRT tracks within the Grand Trunk dog park
- High level of satisfaction with public involvement process

NORTHWEST LRT CONCEPT PLANNING STUDY

Key Details: Northwest LRT - NAIT to City Limits

Length 11 km (NAIT to NW city limits)

Stations Potentially 9 stations

LRT Vehicles Existing Edmonton high-floor vehicles

Anticipated Journey Time

- 30 minutes: Campbell Road to Downtown
- 40 minutes: Campbell Road to University

Urban Style

- Designed to fit within urban environment
- 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

NORTHWEST LRT CONCEPT PLANNING STUDY

What Happens Next

- Comments received tonight will be included in a report to City Council's Transportation and Infrastructure Committee (TIC)
- The Recommended Concept Plan displayed tonight and the report will be presented at a public hearing at TIC in early 2013 at City Hall
- Register to speak: www.edmonton.ca/meetings or call the City Clerk's Office at 780-496-8178