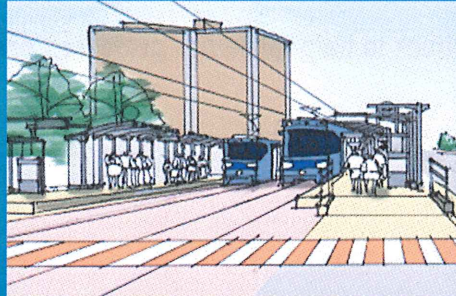


Preliminary Design for
Valley Line (SE to West) Light Rail Transit

May 14, 2013 - Areas 5 and 6: Centre West to Lewis Farms



Welcome

The City has undertaken a naming exercise for the existing and future LRT lines. The SE to West LRT, as the project has been called to date, is now called the Valley Line. We are here to refine the look and feel of the LRT and how best to integrate it into your neighbourhood.



Meeting Purpose

- To provide an update on project progress
- To present the **preferred preliminary design** and other key components, built upon previous public input
- To receive feedback to help refine the **preferred preliminary design**
- To respond to your questions

There are number of things we plan to achieve at this meeting – all of it in support of determining how best to fit the LRT into your neighbourhood.

We have taken the information provided to us in November, have incorporated this information where possible and now want to receive confirmation that we heard you correctly.

At our next meeting in late fall 2013, we will bring you the **recommended** preliminary design.

Tonight's Agenda

- Valley Line Overview
- Project Schedule
- Public Involvement
- Preliminary Design—Areas 5 and 6
- Next Steps
- Question and Answer

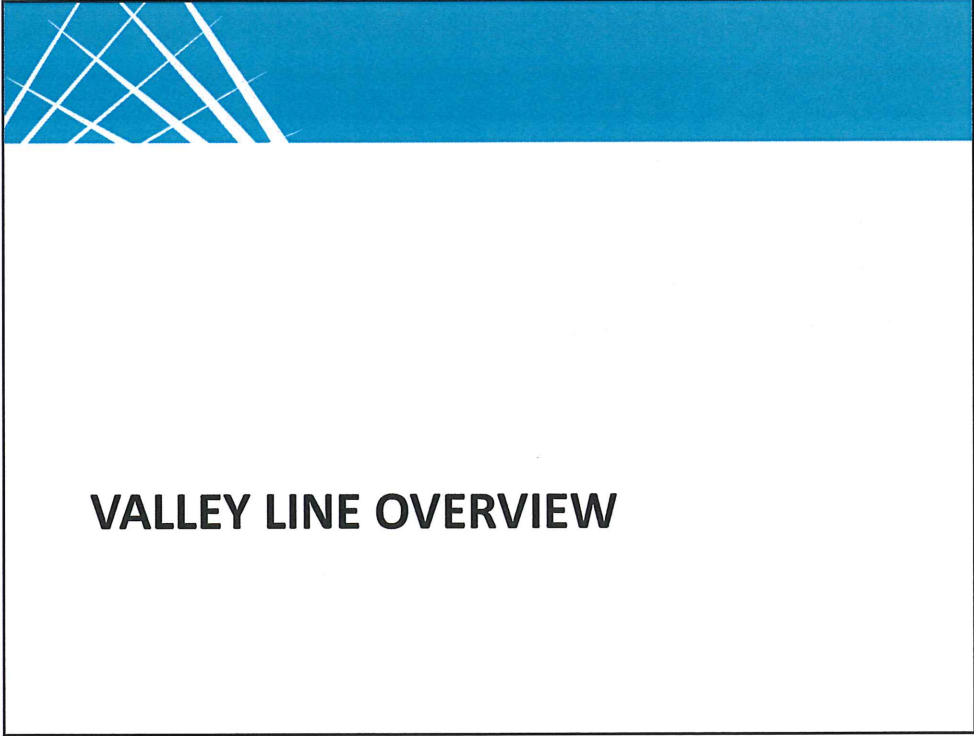


Edmonton

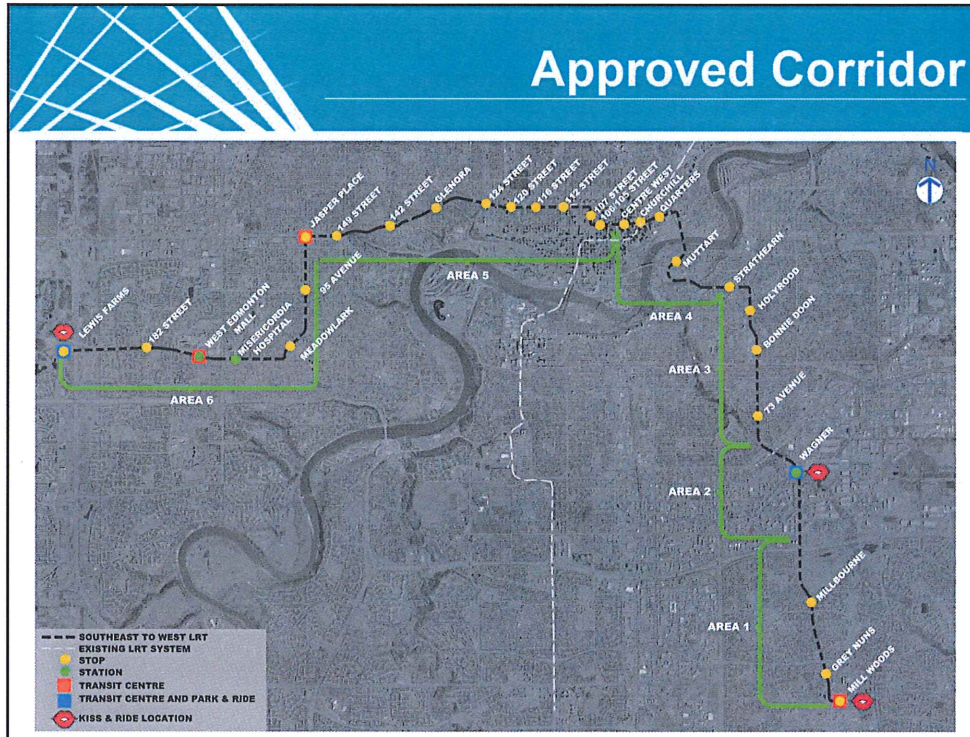
Our agenda will include these items – some as background information for any new attendees and some as new information to update you as to where we are and what we have undertaken since we last met in November 2012.

We will bring to your attention some items that we would like you to comment on and what the next steps are.

There will be an opportunity for questions and answers at the end of the presentation.



VALLEY LINE OVERVIEW



This is the Council approved Corridor.

Fixed elements include:

- Corridor and Alignment
- Low floor urban style
- Stop and Station locations

These elements have been approved by City Council and are not up for discussion tonight.

Tonight we're hoping to collect feedback from you on the designs developed to date, including comments on how the LRT is integrated into your community, and what the stops and stations will look like. In addition to this evening, there is an opportunity to provide your comments online until May 26, 2013.

Valley Line Facts

- 27 km route – Mill Woods to Lewis Farms
 - 3 stations – elevated
 - 25 stops – at street level
 - Integrated with 5 transit centres
 - 2 Park 'N' Ride sites (Wagner, Lewis Farms)
 - Kiss 'N' Ride drop-off sites



City of Edmonton

These are some of the basic facts of the Valley Line.

Stops are at the similar level or grade as the sidewalk – the platform is not raised as we have now in some of the other lines in the City.

Stations are elevated above the road where we need to separate the LRT tracks for major transportation corridors and heavy rail lines.

Transit Centres in the west include: 156 Street Stop, West Edmonton Mall Station and Lewis Farms Stop.

Kiss'N'Ride drop off sites, usually two or three parallel parking stalls near a stop, are used to drop off or pick up passengers.

Valley Line Facts

- Vertical connection to existing LRT at Churchill Station
- Low floor technology – curb access, less intrusive
- “Edmonton” urban style
- Trains run on 5 minute intervals in peak hours
- Trains share traffic signals



City of Edmonton

Here are some more facts about the Valley Line (SE to West LRT) that describe the project.

A vertical connection is made with stairs, elevators and/or escalators – this will occur at Churchill, West Edmonton Mall Station, Misericordia Station and Wagner Station.

Low floor technology is where the floor of the LRT vehicle is approximately 1 foot (300mm) above the road. The mechanical and ‘engine’ are on top of the vehicle rather than underneath as we have in our current LRT system. This allows for smaller scale LRT stop infrastructure and makes it easier to integrate the LRT into the communities it serves.

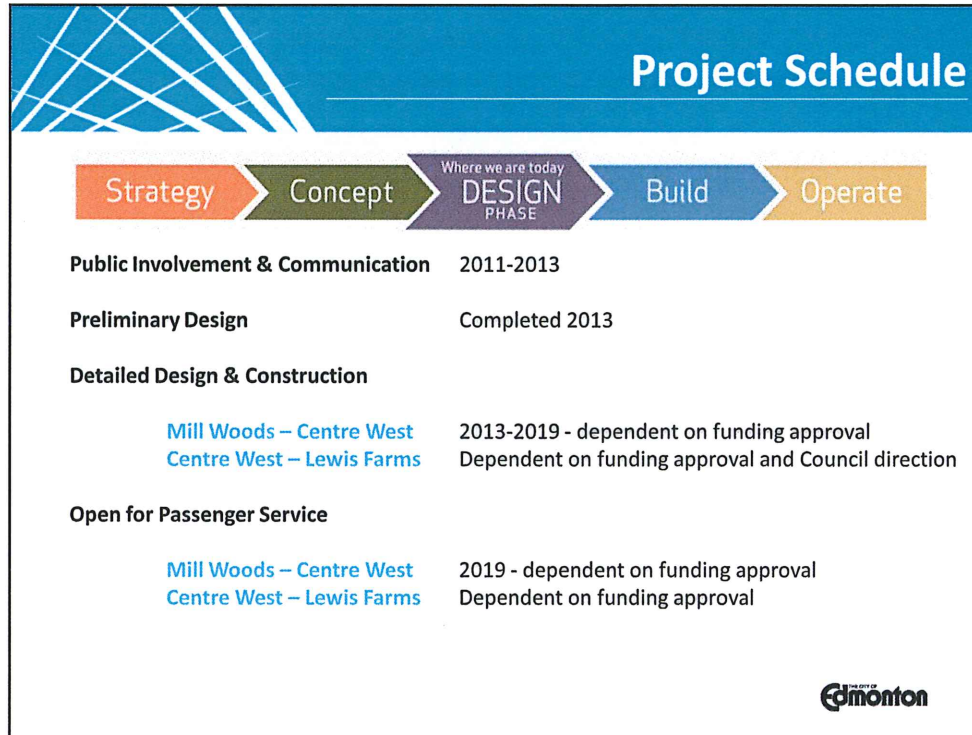
Edmonton is developing an urban style system that is unique to our City and considers issues such as snow clearing on a low-floor LRT track.

In peak hours, the train will operate on a 5-minute frequency.

Trains will share the same traffic signals as other road vehicles, but it operates within its own right-of-way so that it does not compete with vehicular traffic.



PROJECT SCHEDULE



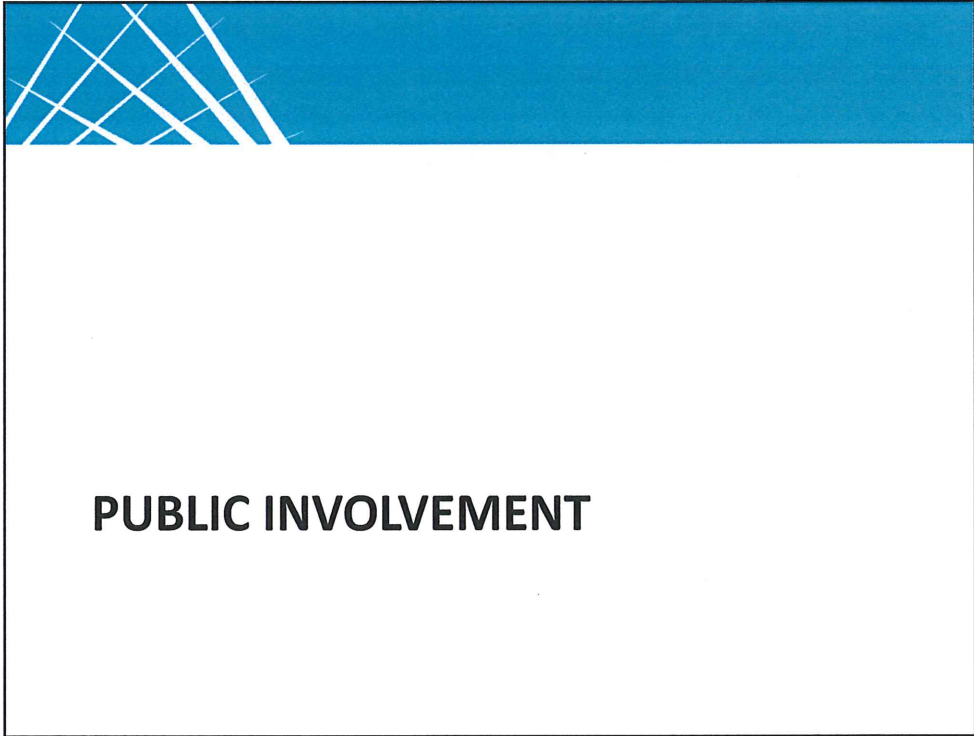
We are at preliminary design stage of the Valley Line (SE to WEST) LRT project - This includes confirming and building on the approved concept plan as well as fine tuning the approved concept plan to prepare for construction

We are also at Stage 4 of Public Involvement – we have received lots of great input to date and thank you for that.

Public input is one of many sources of information we use to develop the design – and therefore it is important to note that not all of what we heard has been incorporated – your input is considered along with other elements

Tonight you will see the preferred preliminary engineering design and have a chance to comment on it We want to hear your thoughts.

These other dates are estimates and are dependent on funding approval and Council direction.



PUBLIC INVOLVEMENT

Public Involvement Process

Preliminary Design:

Stage 1 – Pre-Consultation – February 2012

Stage 2 – Initiation – March – May 2012

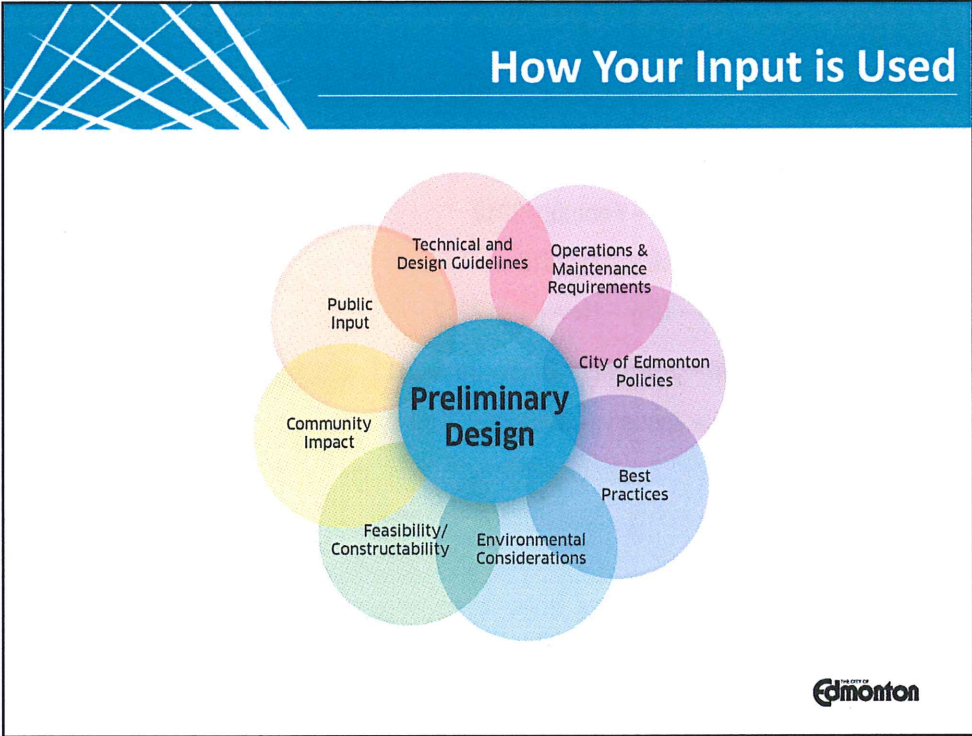
Stage 3 – Consultation – May – November 2012

Stage 4 – Refinement – September 2012 – June 2013 ← **WE ARE HERE**

Stage 5 – Conclusion – January – December 2013



Just a reminder that five stages of public involvement have been designed into the process. We are now at Stage 4 for the west leg of the Valley Line. This is where we ask that you confirm the refinements in the design incorporated from your Stage 3 comments and from further technical investigations.



Your public input is valuable to us and, as we mentioned earlier, is considered in the preliminary design development along with other areas of influence or consideration. As an example, in some parts of the design, your input will have priority, and in others the environment, or constructability will have a stronger influence in how an element is designed. Your information, where feasible, has been incorporated into the materials presented tonight.

What We Heard – Stage 3

What We Heard	Actions Taken
<ul style="list-style-type: none">• Confirmation of stop themes (direction for more historic influence for 116 and 120 street stops)• Preference for organic shaped shelter canopy• Value for pedestrian realm and LRT access• Bicycle parking is priority and desire for bike lanes on major roadways• Concerns about vehicular movements and accesses• Concerns about loss of parking	<ul style="list-style-type: none">• Stop themes presented tonight; modifications to 116 and 120 street stops• Organic shelter canopy will be used (except some downtown locations)• Pedestrian access is priority—new and retained crossings on corridor plans• Bicycle parking located at all stops/stations; bicycle lanes included as per Concept Plan• New, retained and relocated vehicle accesses on corridor plans• New and retained vehicle parking on corridor plans

We have identified from your Stage 3 comments several major themes from the input you have provided to date. These ideas or themes were given to the design team and we can report tonight that many of your ideas have been incorporated into the design. Some of these are part of a continuing discussion from Stages 1 through 3 – providing a refinement of the preliminary design. Tonight, you will provide comments to tweak the design or your comments may ratify it as is.

<h2 style="text-align: right;">What We Heard – Stage 3</h2> <p style="text-align: right;">(continued)</p>	
What We Heard	Actions Taken
<ul style="list-style-type: none"> • Concerns about noise from LRT during operation • Concerns about vibration during construction and operation • Value for pedestrian realm and LRT access • Consider LRT bridge over 178 Street • Concerns about LRT users parking in residential neighbourhoods • Desire for Lewis Farms Park 'N' Ride to accommodate additional vehicles 	<ul style="list-style-type: none"> • Noise studies completed • Vibration studies completed and pre-construction assessments will be conducted of structures along route • Organic shelter canopy will be used (except some downtown locations) • Grade separation not recommended • City will review and determine strategy once LRT is operational • Park 'N' Ride options under review

Here is a second slide to cover off on what we heard from Stage 3 public meetings. A more detailed board is presented in the room for your review and comments.

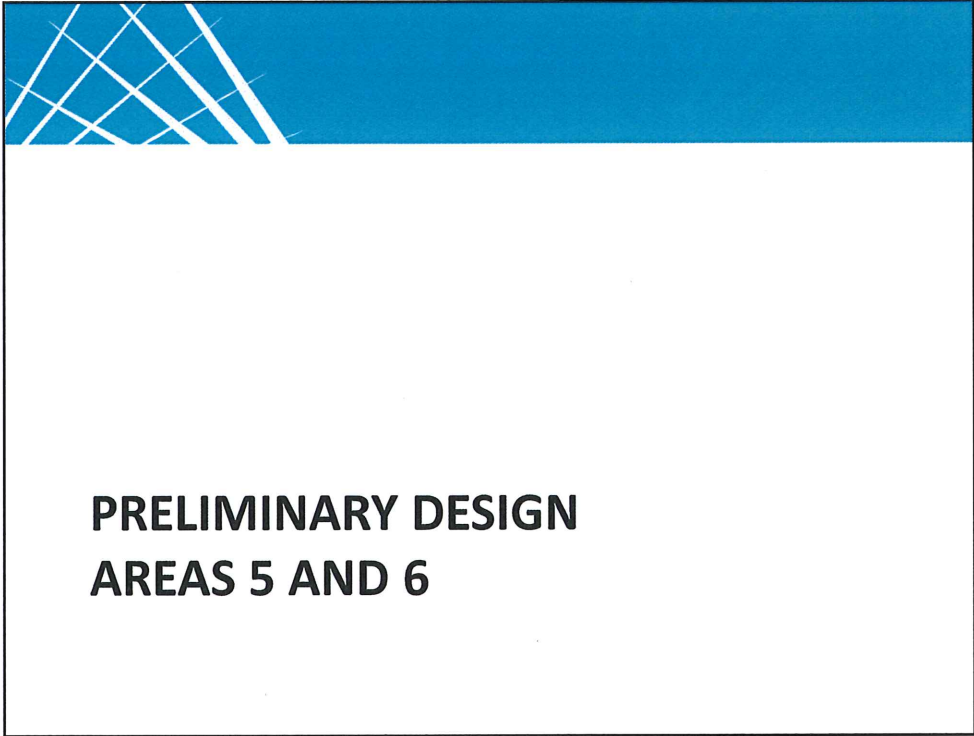
Stage 4 - What We Need From You

- Your input on **preferred** preliminary design presented tonight
- Where possible, input will be incorporated into the **recommended** preliminary design that will be presented to you in Fall 2013



Again, we need your comments – have we understood the information and/or concerns you provided us in earlier meetings?

Currently, we call the design the preferred design – however when we come back it will be considered the recommended preliminary design for moving forward to detailed design and construction.



**PRELIMINARY DESIGN
AREAS 5 AND 6**

Basic Principles

- Stops/stations
 - Good connections with bus network
 - Kiss 'N' Ride where possible
 - Bicycle parking at, or near, each stop/station
 - Scale of infrastructure based on ridership projections
- Community and business accesses are priority
 - Vehicle
 - Pedestrian
 - Bicycle
- Limit property impacts
- Keep it green



At a high level, these are the principles that we have gathered from the public involvement meetings. These have been provided by the stakeholders, i.e the residents of Edmonton.

- Locations of Traction Power Sub Stations (TPSS)
- Vehicle selection
- Track types
- Land requirements
- Noise/vibration studies



TPSS – Preliminary requirements have been determined and locations have been added to Corridor and Access plans.

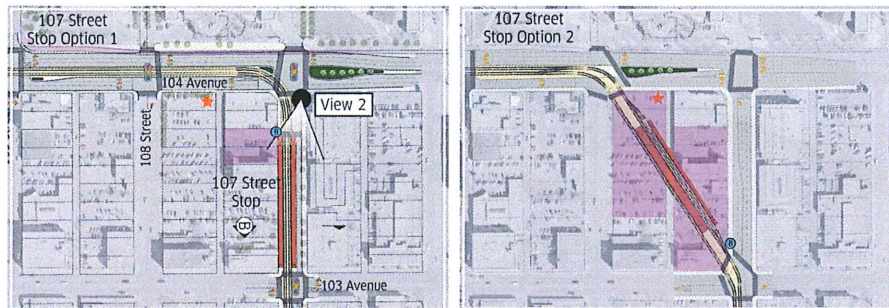
Vehicles Selection – This process is still ongoing with the final selection to happen in Detailed Design. They will be low floor vehicles.

Track types – Two types will be used: embedded in most urban situations and tie and ballast in industrial and some suburban locations

Land requirements – The preliminary land requirements are shown as purple on the Corridor and Access Plans. This information is from the approved concept plan. The city is not actively pursuing land in the West

Noise and Vibration – Preliminary studies are now completed. The Urban Traffic Noise Policy was recently updated and has been considered in the noise modeling for this project. Mitigation of noise will meet the new policy, and property owners who are eligible for noise attenuation will be consulted regarding aesthetic elements.

- Stop/station design
- 107 Avenue - two options



Stop / Station design – The canopy preference was based on public feedback. In the west, West Edmonton Mall Station, Misericordia Station, and Lewis Farms Stop designs are ongoing. Jasper Place (156 Street) Stop and Stony Plain Road Stop are being developed in association with other projects.

107 Avenue – two options are provided. Please provide comments. The final selection will be determined in detailed design and after discussions with MacEwan University and Norquest College. The second option provides for some transit oriented development (TOD) which would require the site to be redeveloped. This will only be undertaken with the agreement of MacEwan and Norquest.

Preferred Stop Canopy – Organic

- Steel Structure
- Metal and wood canopy
- Glass shelters
- Unique concrete finishing



The large image is the preferred canopy for most stops - the organic canopy. However, in the downtown, the flat roof was preferred (shown in the inset).

North Saskatchewan River Bridge



Extradosed bridge looking Northwest

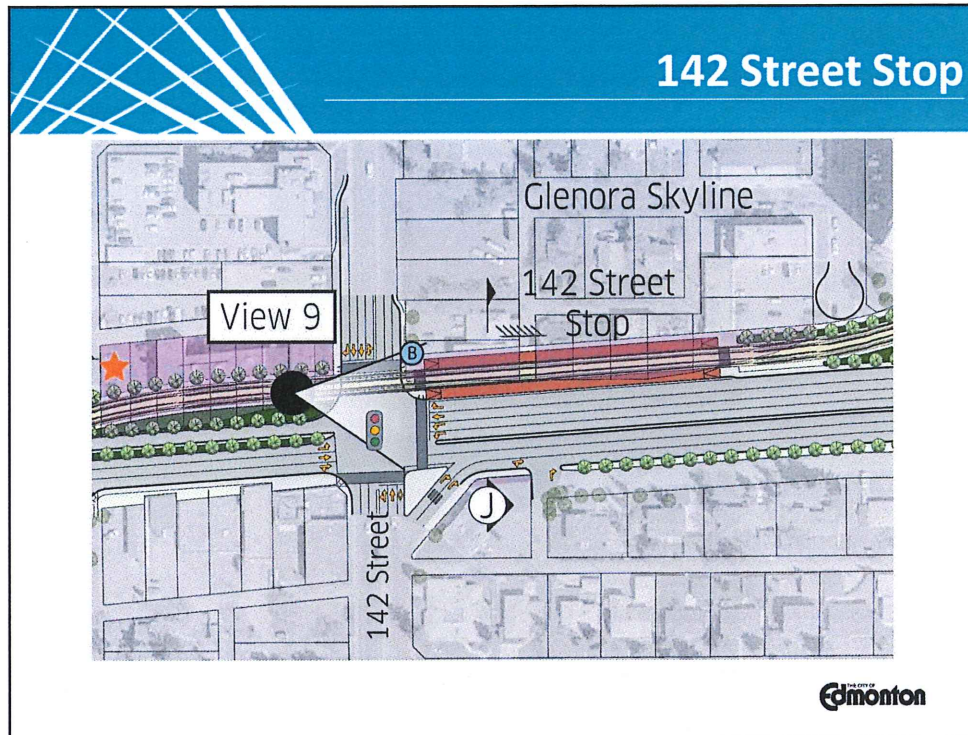


Extradosed bridge looking Southeast



This bridge was approved by Council on February 20, 2013.

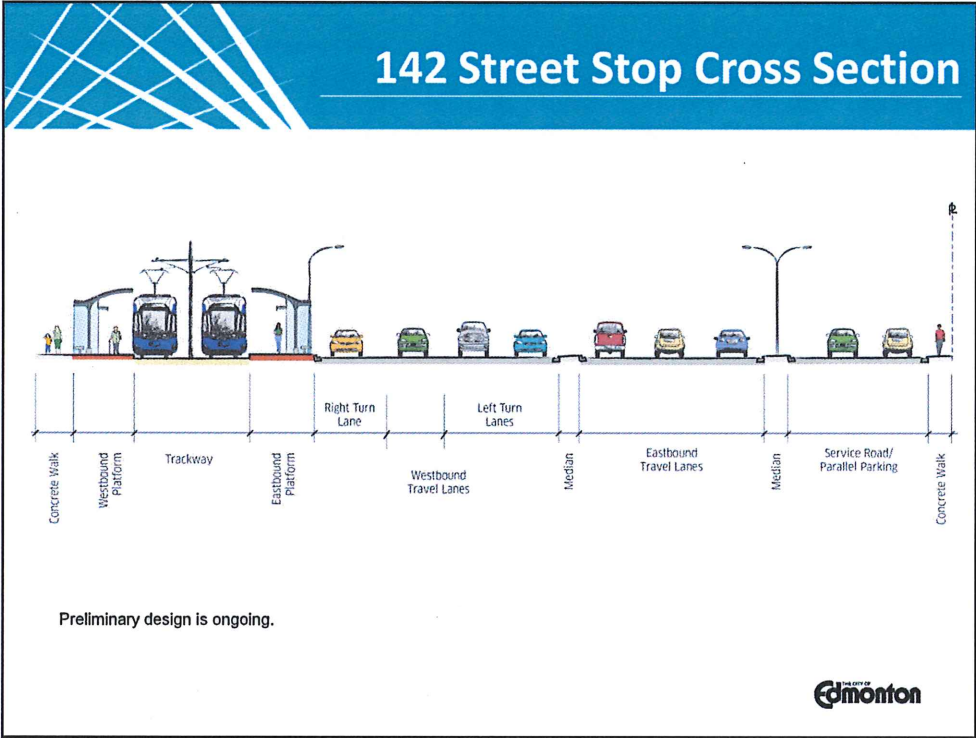
142 Street Stop



The Corridor and Access Plan show a number of pieces of information about each stop or station on the plan, plus other elements such as bridges.

This is a snapshot of 142 Street stop – showing a number of things for you to look for on the roll plans: Traction power sub stations (Star), land acquisition – from concept plan (purple colour), traffic movements (yellow arrows), traffic lights, stop location (red long rectangular blocks), bike parking (B in blue circle) and landscape (green).

Here the letter 'J' shows where the cross section is taken and **View 9** indicates the view direction for a photo of the existing site and sketch of proposed stop.



This is the cross section identified as 'J' on the last slide. This shows the relationship of the LRT with the stop, adjacent traffic and pedestrian areas.

142 Street Stop Theme



Existing Conditions



Concept Rendering



Bench



Recycling Bin



Paving



Column Wrap



Railing

Stop Design Elements (Based on your feedback, elements selected for project will be similar to images above.)



This slide shows **View 9** identified on the stop plan as well as our understanding of the type of elements you are looking for at this stop. Note: these are not the exact elements but provide direction to the designers for final selection.

Environmental Impact Assessment

- Required to meet the City of Edmonton's North Saskatchewan River Valley Area Redevelopment Plan (Bylaw 7188)
- This document will
 - Describe existing environmental conditions
 - Assess potential impacts
 - Describe mitigation measures intended to eliminate or reduce impacts to each Valued Environmental Component (VEC)

WE NEED YOUR INPUT!



A part of this project is planned for the river valley, where the new bridge and Muttart stop will be located. With construction planned to occur in the river valley, there is a requirement for an environmental impact assessment. We have some maps and boards available that outline the proposed construction area and activities and how these may be mitigated after construction. We would really appreciate your comments in your preferred method: stickies on the maps, the comment form at the meeting, or the web survey.



NEXT STEPS

Next Steps

- Incorporate final comments into preliminary design
- Complete preliminary design
- Present **recommended** preliminary design to you – September 2013



The logo for the City of Edmonton, featuring a stylized 'E' and the word 'Edmonton'.

We are near the end of the preliminary design and your opportunity to provide input. Once we receive and collate your comments, we will revise the drawings to reflect these comments where possible, and the technical requirements, and present the recommended preliminary design to you in September 2013.

Your Input

Please provide your input!

IN PERSON tonight

ONLINE until 9 p.m. May 26

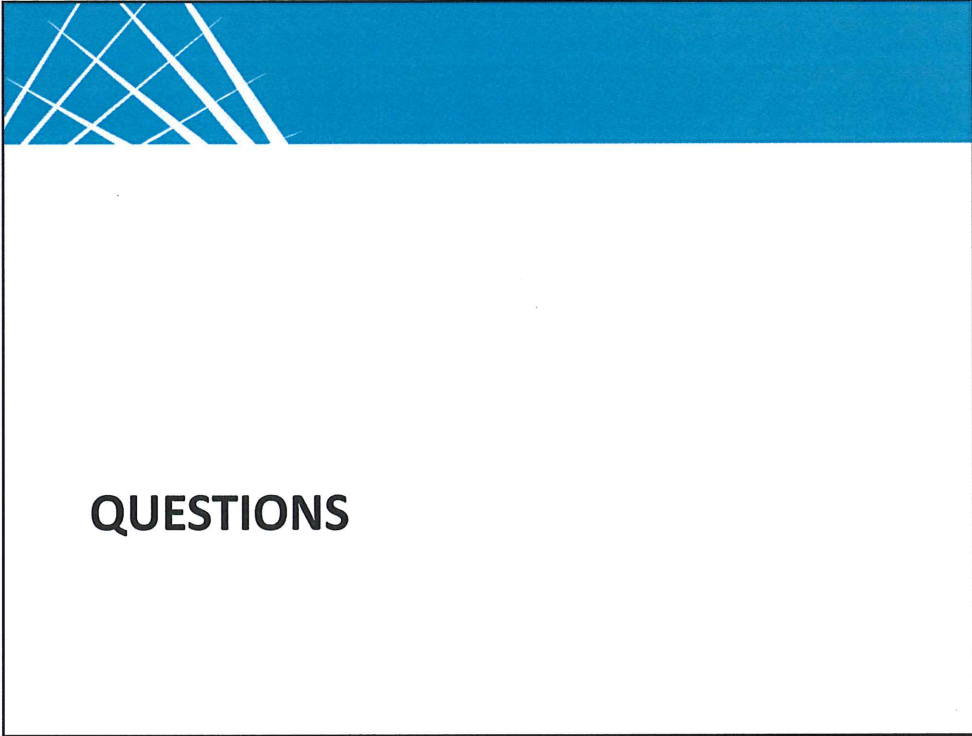
By PHONE until 9 p.m. May 26



We would appreciate your comments in one of these ways: in person – use sticky notes on the plans or boards, online (address on next slide) by completing the web survey or by leaving your comments at our dedicated phone line for LRT projects (number next slide).



For more information, to fill in a web survey or to request more information, please contact the City.



QUESTIONS