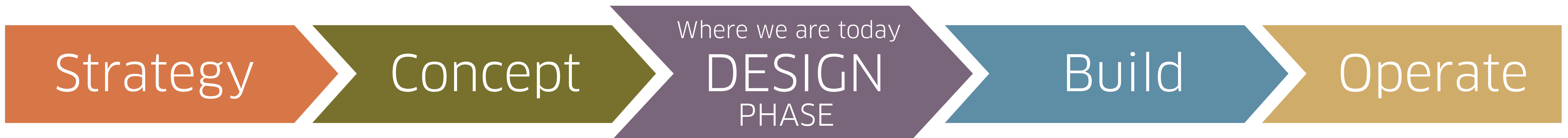


Welcome!

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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.

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:

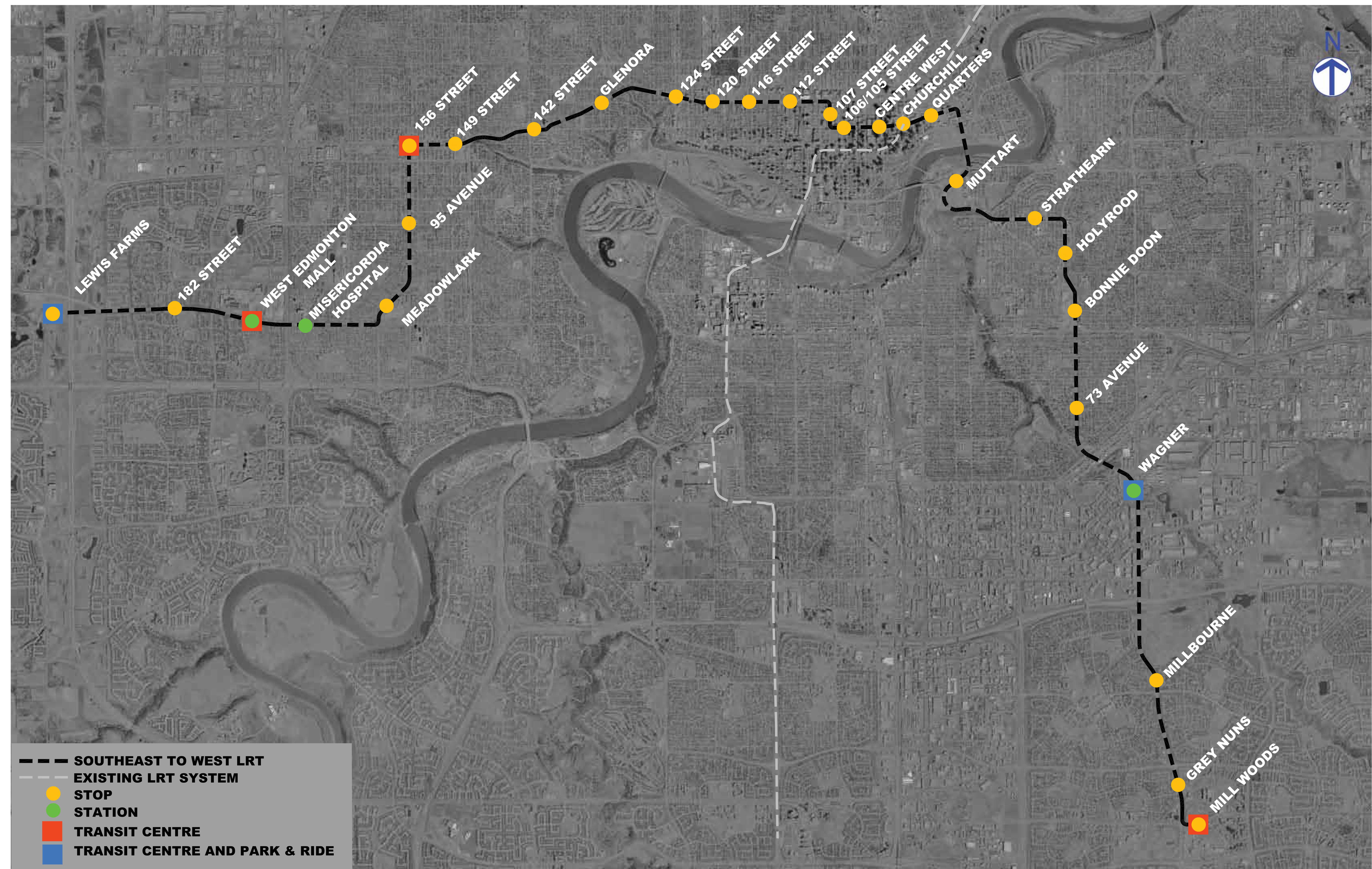
- Structural aesthetics (visual integration of the system into the existing landscape and adjacent communities)
- LRT stop/station aesthetics
- Landscape architecture aesthetics
- Public art opportunities
- Connectivity to the existing transportation network across all modes of transportation
- Understanding 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!

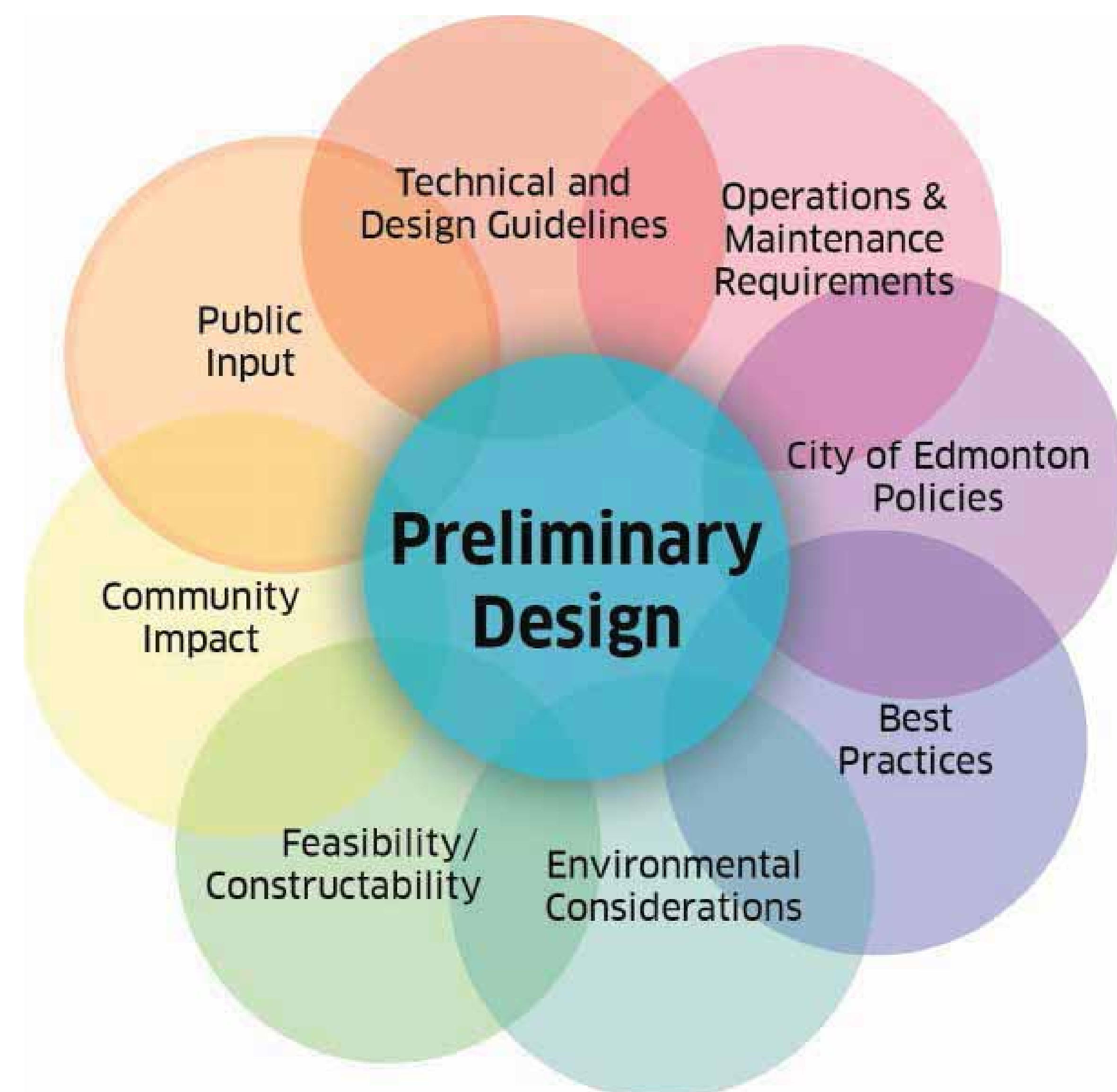


Thousands of comments were received during public involvement Stage 2: (March to May 2012):

- 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 6: What We Heard from Stage 2

What We Heard

Infrastructure, Overall Design, Art

- Consider elevation/sightlines of elevated LRT bridges (guideways) from resident perspective
- Consider need for noise barriers
- Incorporate art into functional elements/design, not stand alone
- Integrate sidewalks and bike paths
- Integrate LRT with bus service
- Bike racks/lockers at all stations
- Provision of bike parking is important
- Widen sidewalks to multi-use trails, where possible

Stops

- Historical feel
- No plain concrete: colour is preferred
- Paving stones
- Timeless design and materials
- Traditional looking shelters

Other

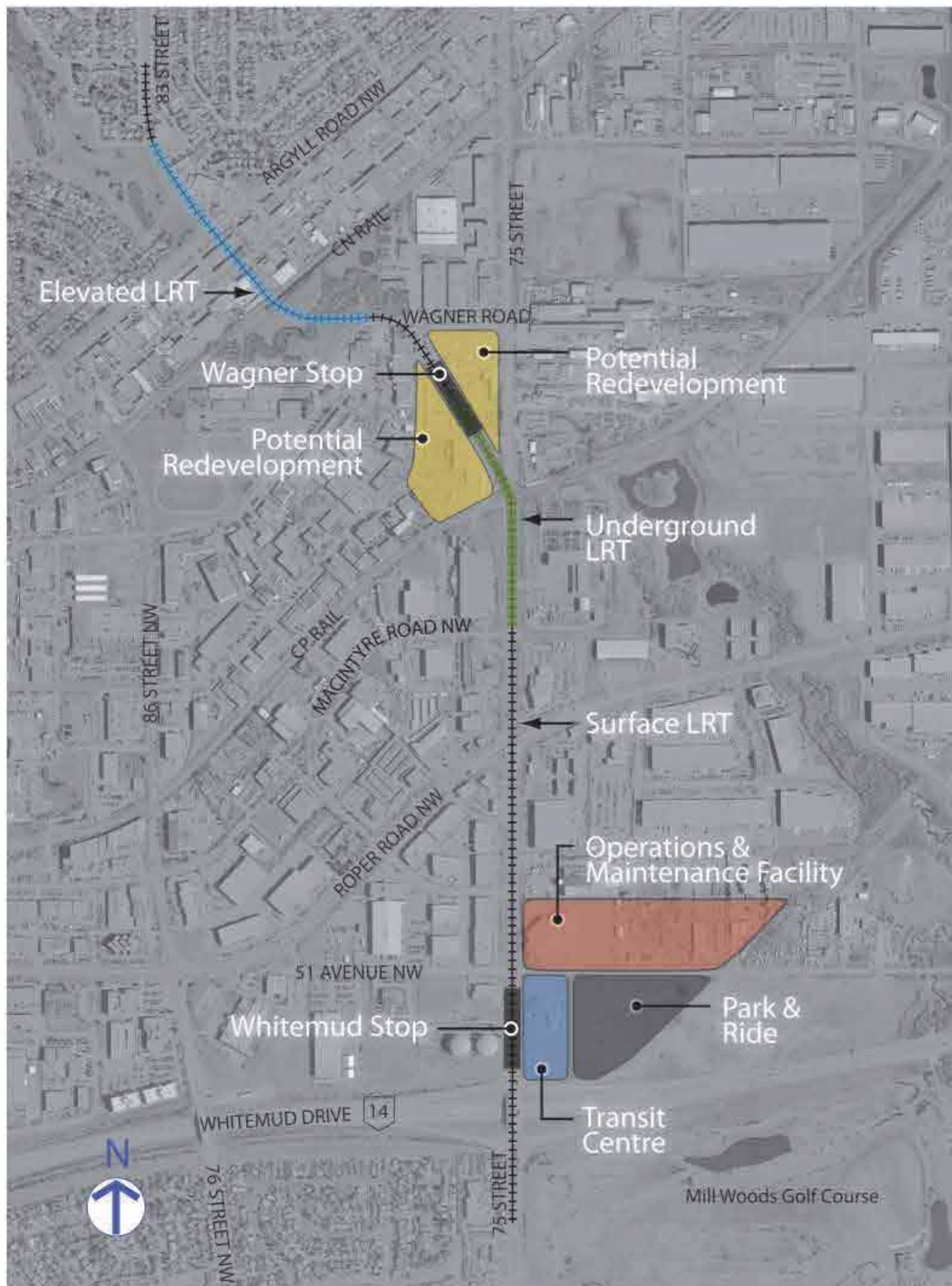
- Increase in density (transit oriented development) is a concern
- Increased traffic congestion is a concern
- Safety and security should be priorities
- Lack of Park 'N' Ride facilities/parking in residential neighbourhoods is a concern

Approved Concept Plan Amendment

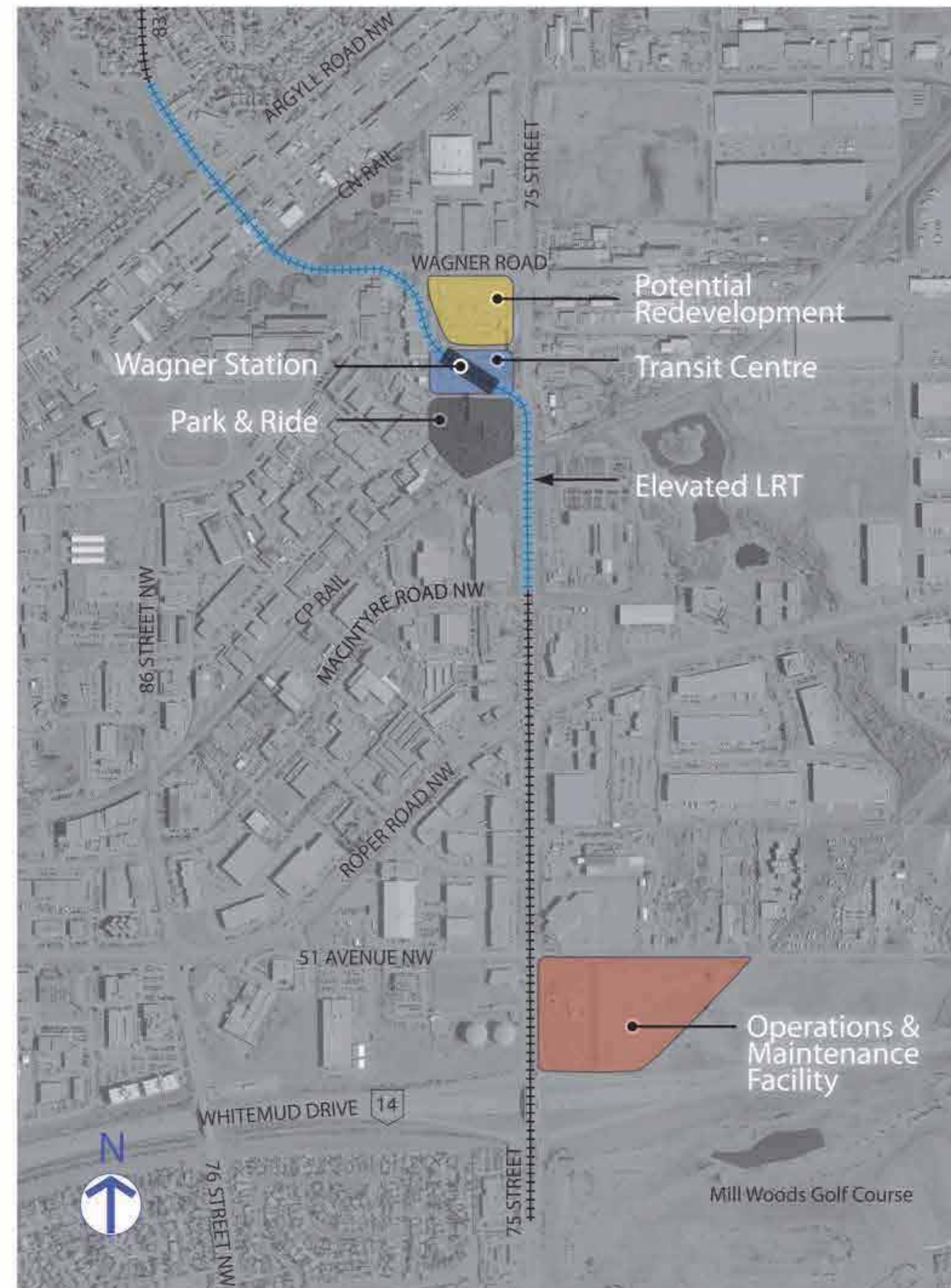


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Original Concept Plan (2011)



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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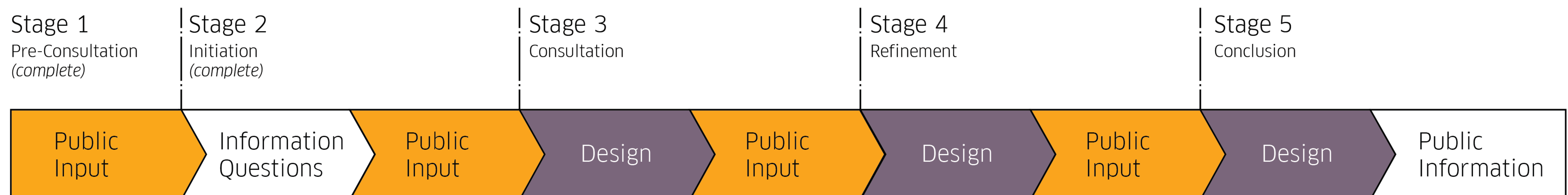
What kind of feedback are we looking for?

- 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

WE ARE HERE



Did You Know? Interesting Facts

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- 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.



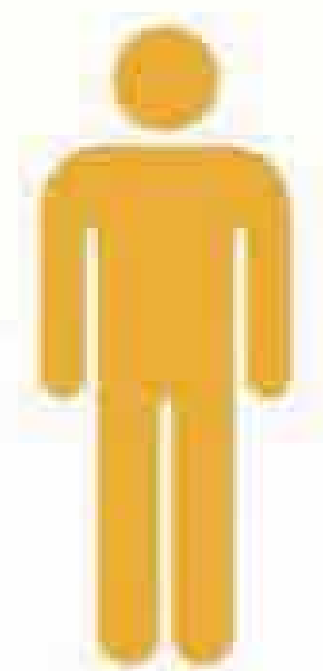
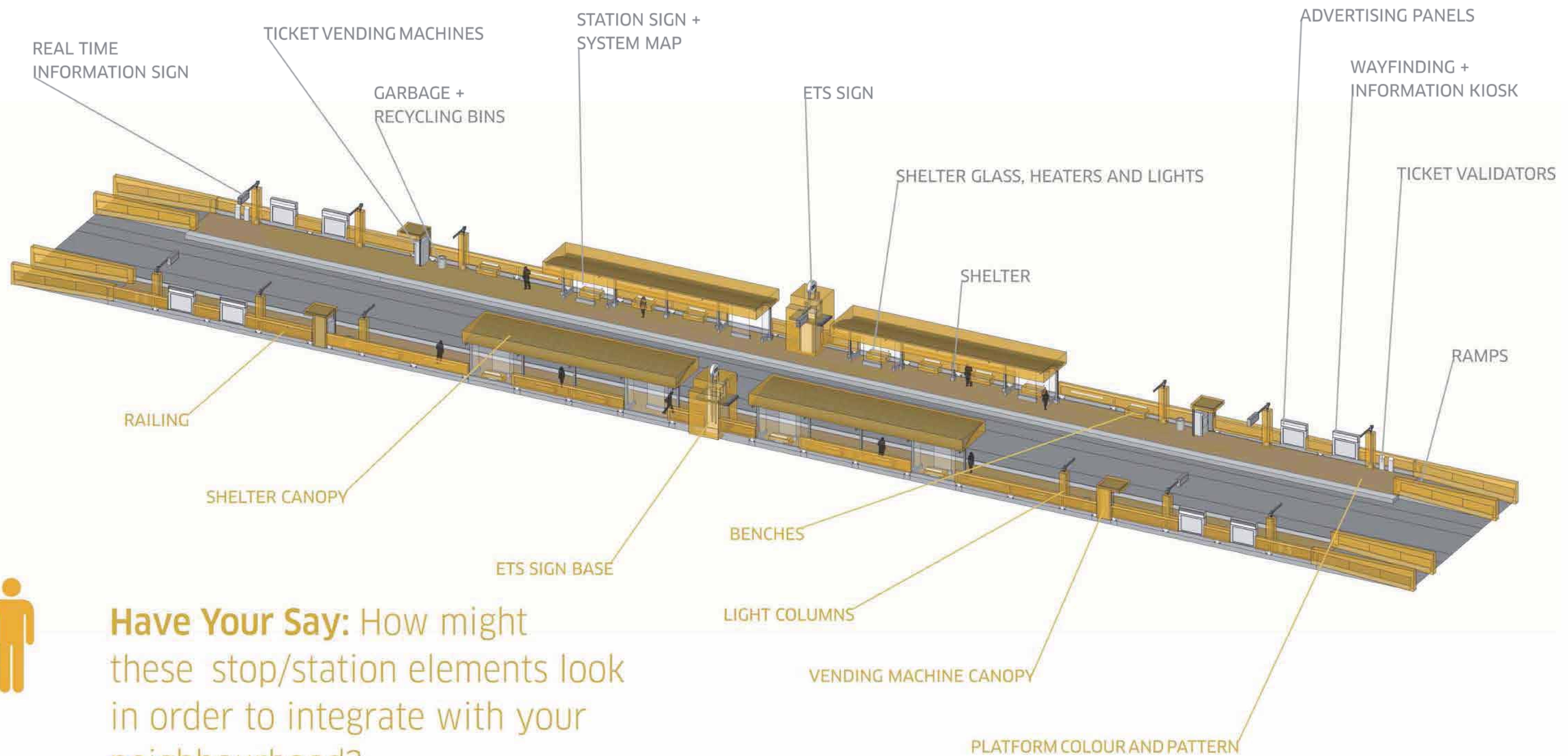
- 32 individual disciplines bring LRT expertise from around the world to the Preliminary Design project, including:
 - Civil, structural, electrical, rail and geotechnical engineers
 - Landscape architects
 - Environmental scientists
 - Biologists
 - Botanists
 - Wildlife experts
 - Urban designers
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

Stop Elements

HAVE YOUR SAY

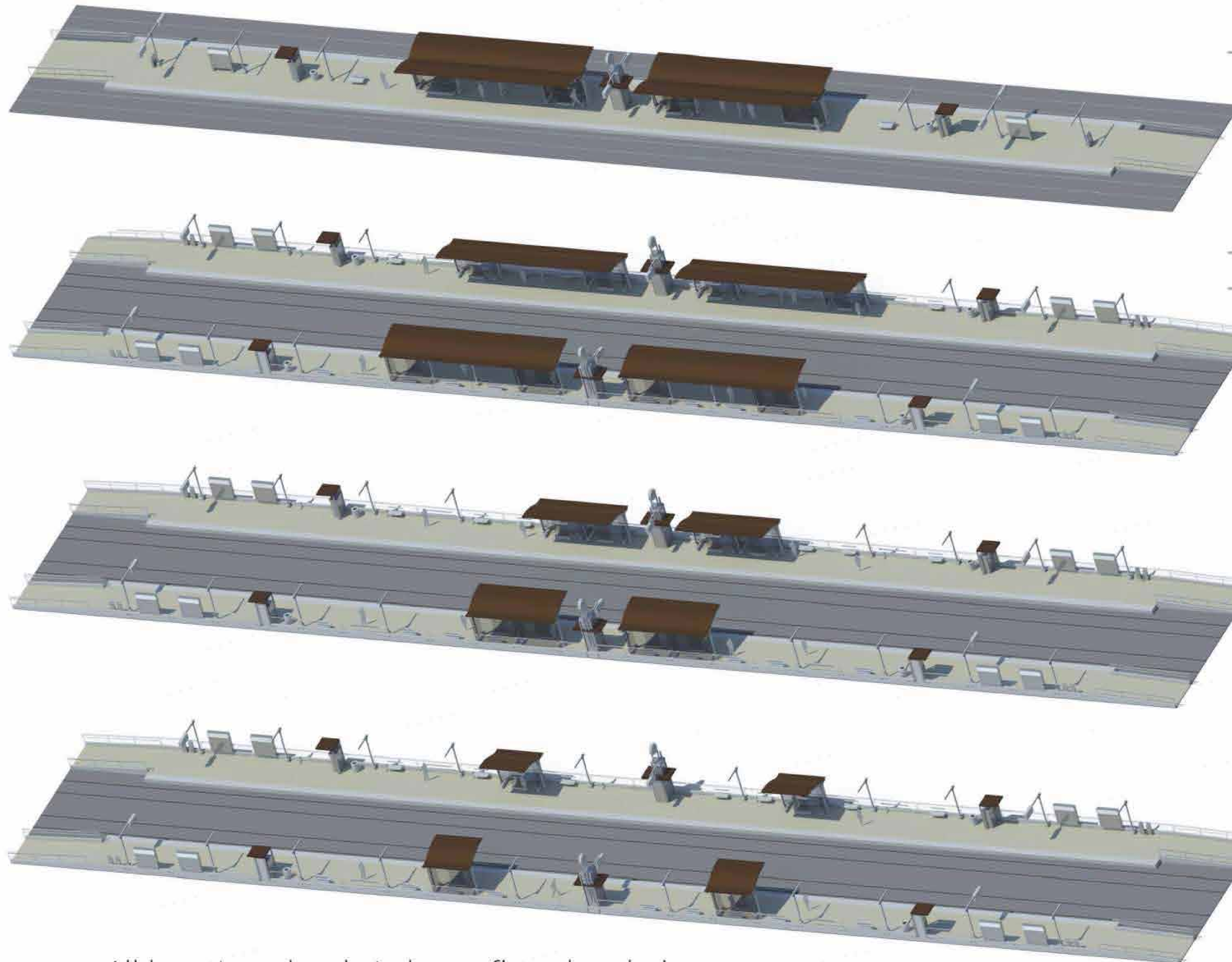
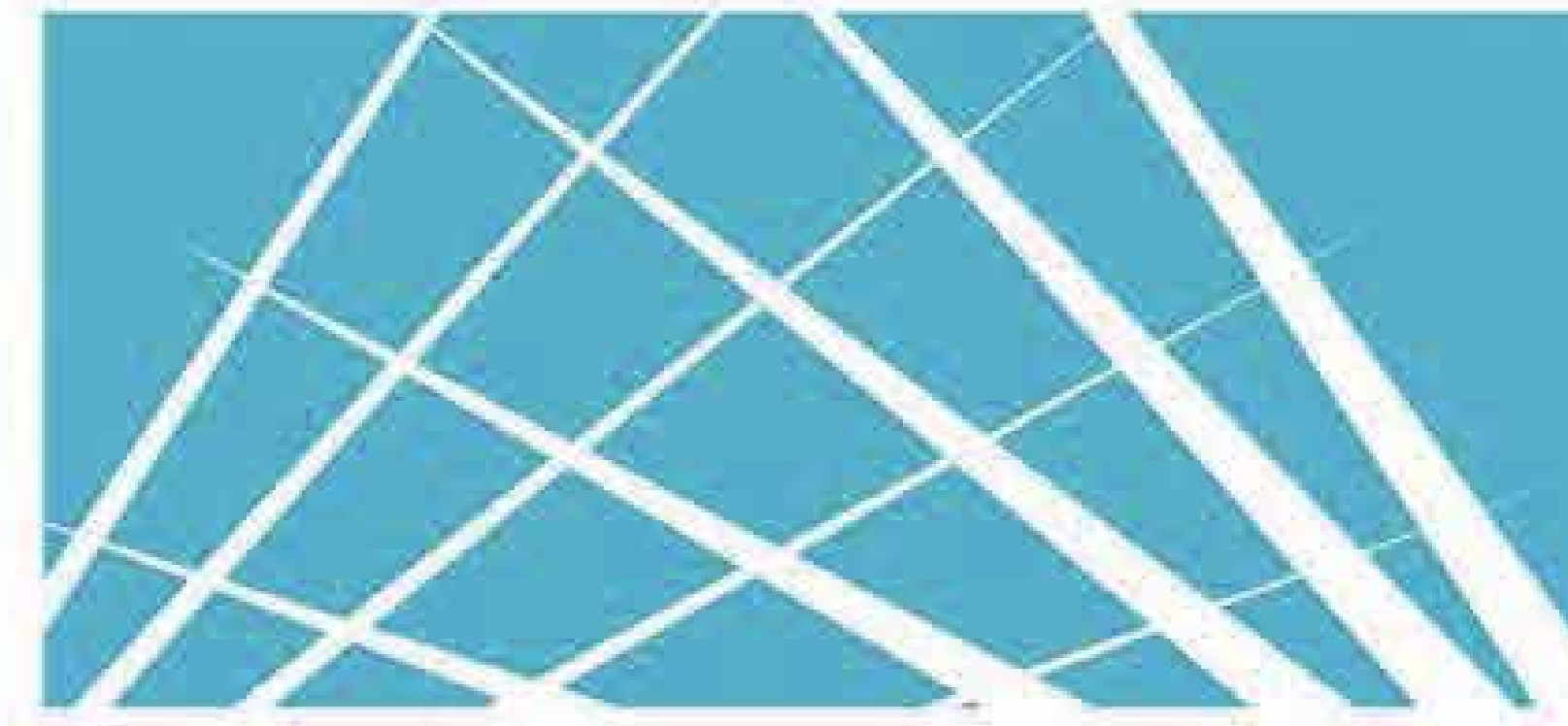
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● Standardized Elements: These elements are a part of every stop.



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

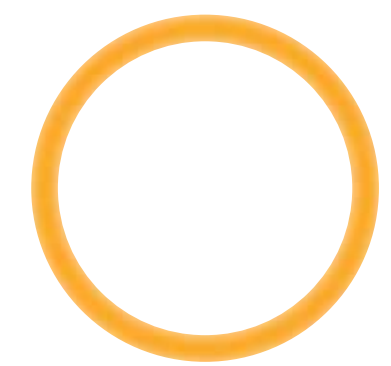
- Side loading

- 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:

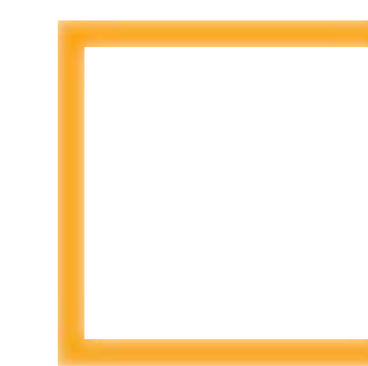
- Steel structure
- Metal and wood canopy
- Glass shelters
- Unique concrete finishing on platform



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

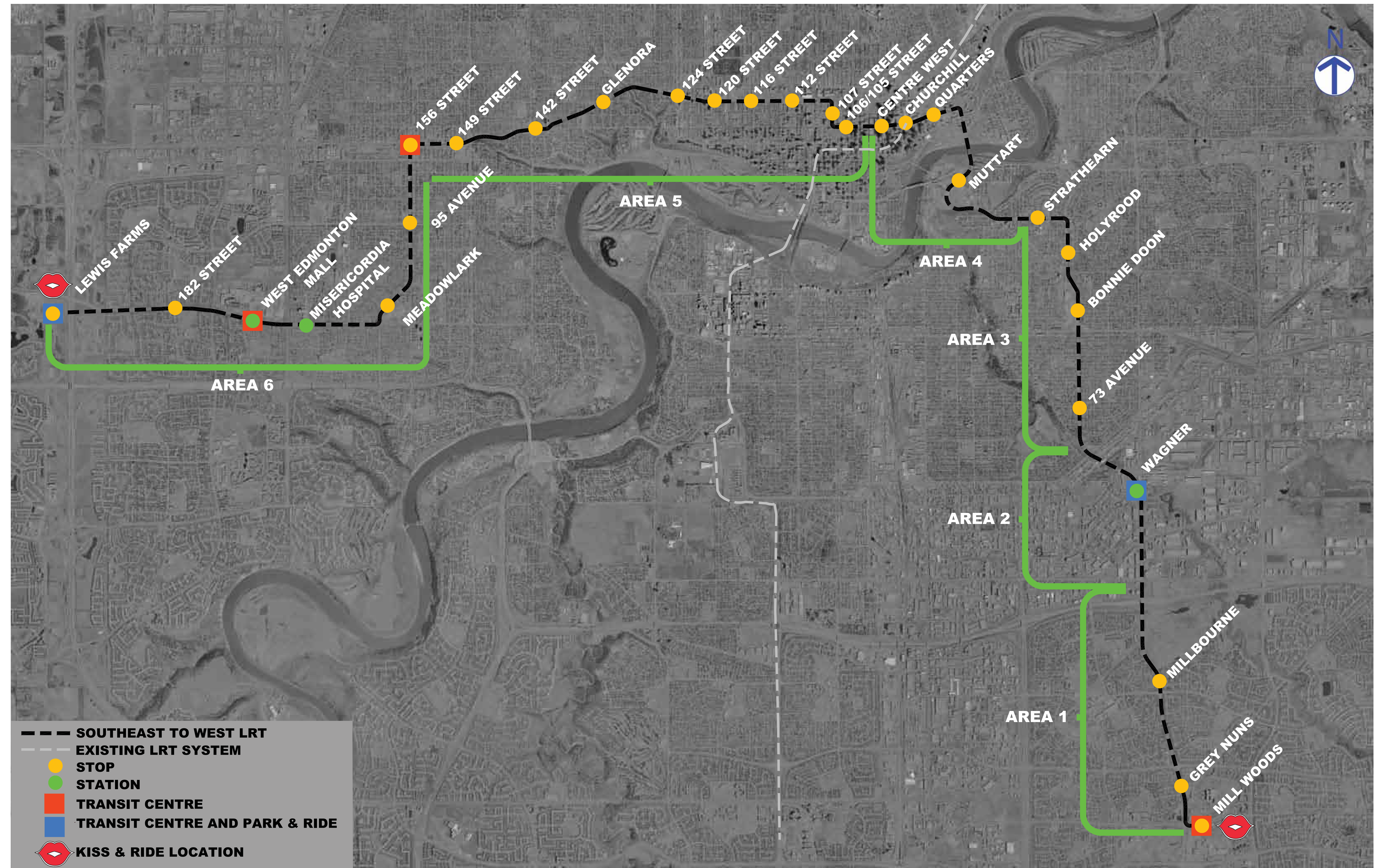
Car park connected to transit station that allows commuters to leave vehicles and transfer to bus or LRT.

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.

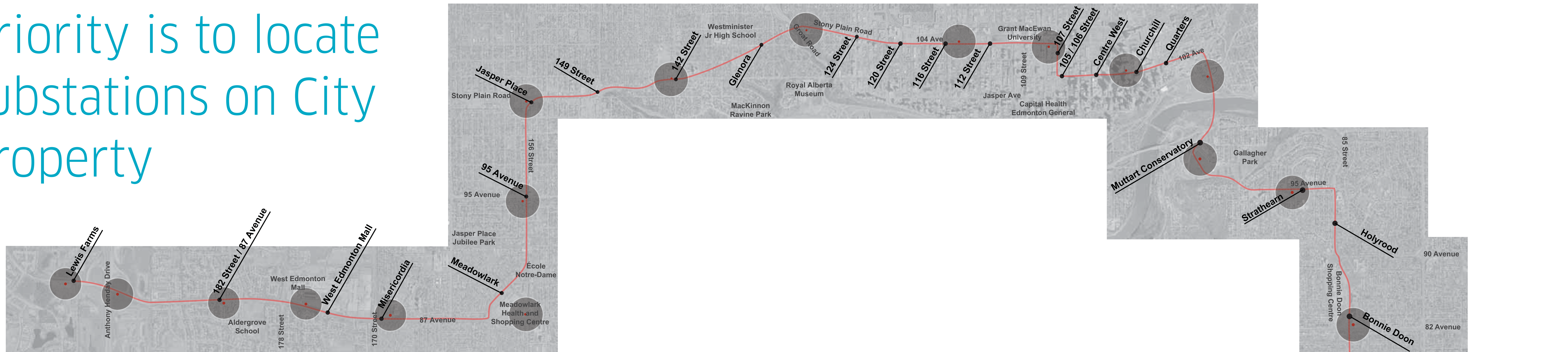
TRANSIT CENTRE

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



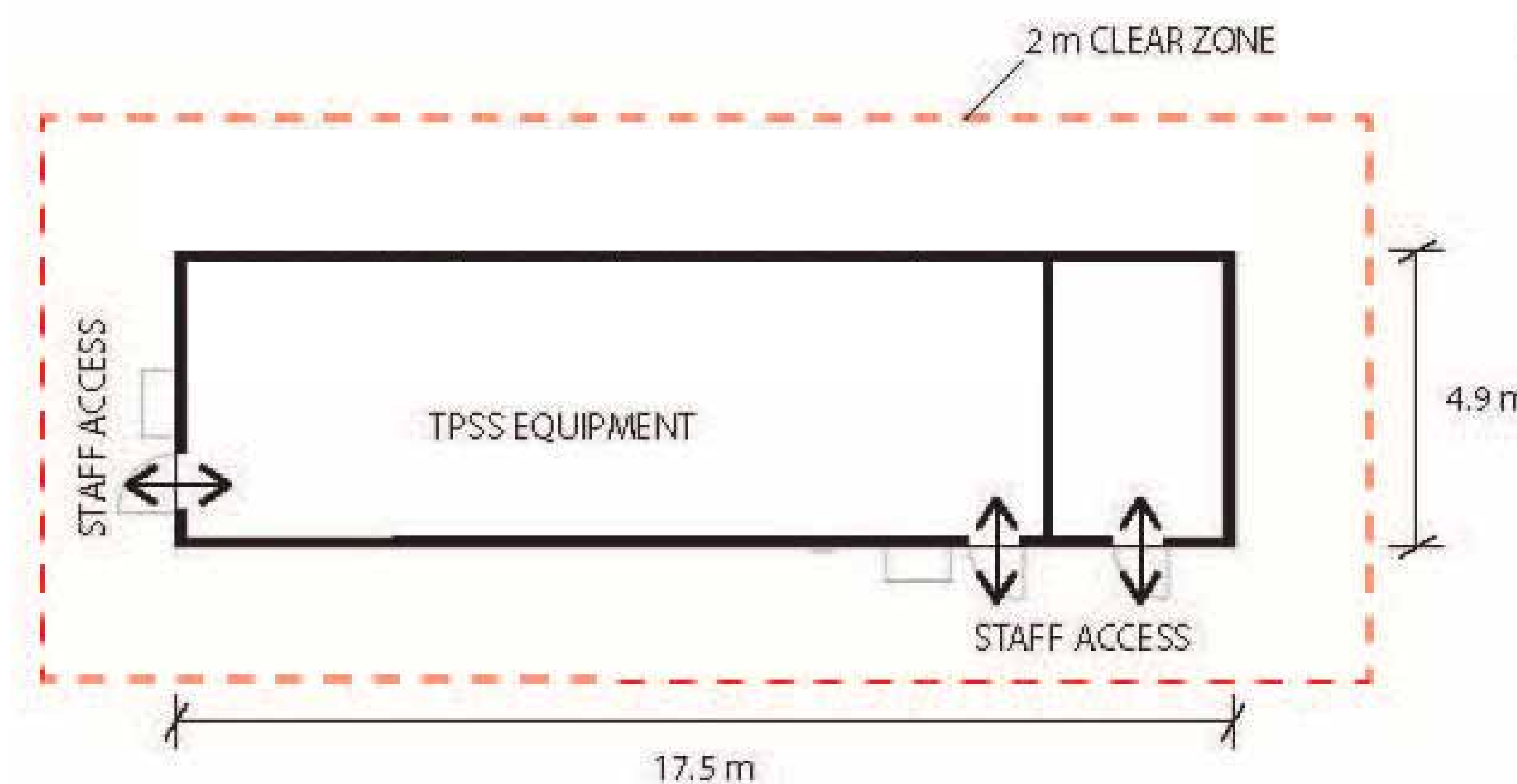
Traction Power Substations (TPSS)

Priority is to locate substations on City property

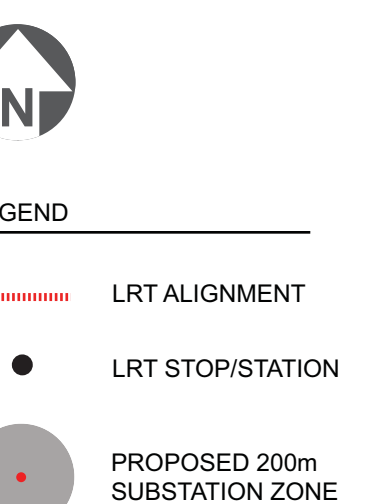


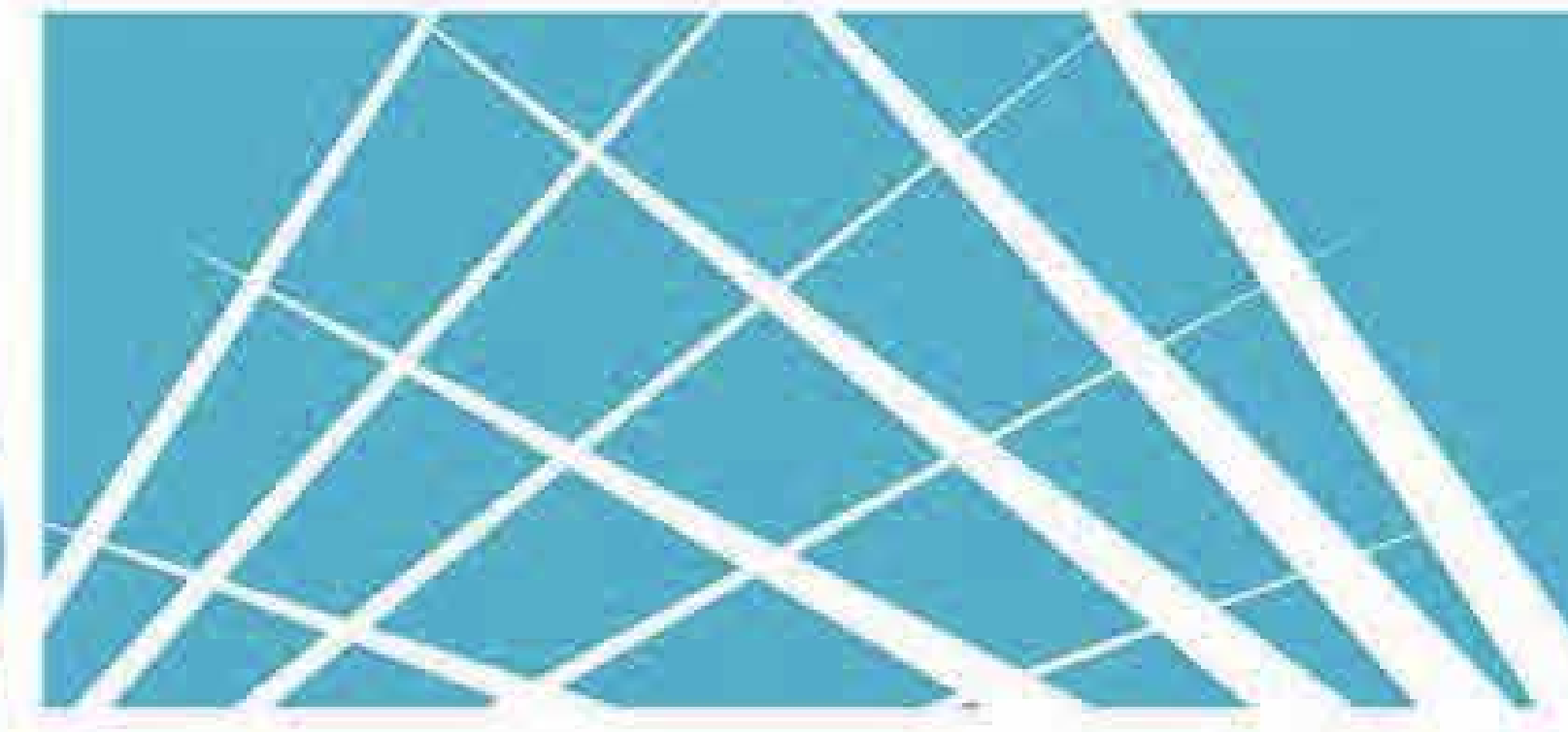
SE to West LRT Alignment and TPSS Locations

- 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



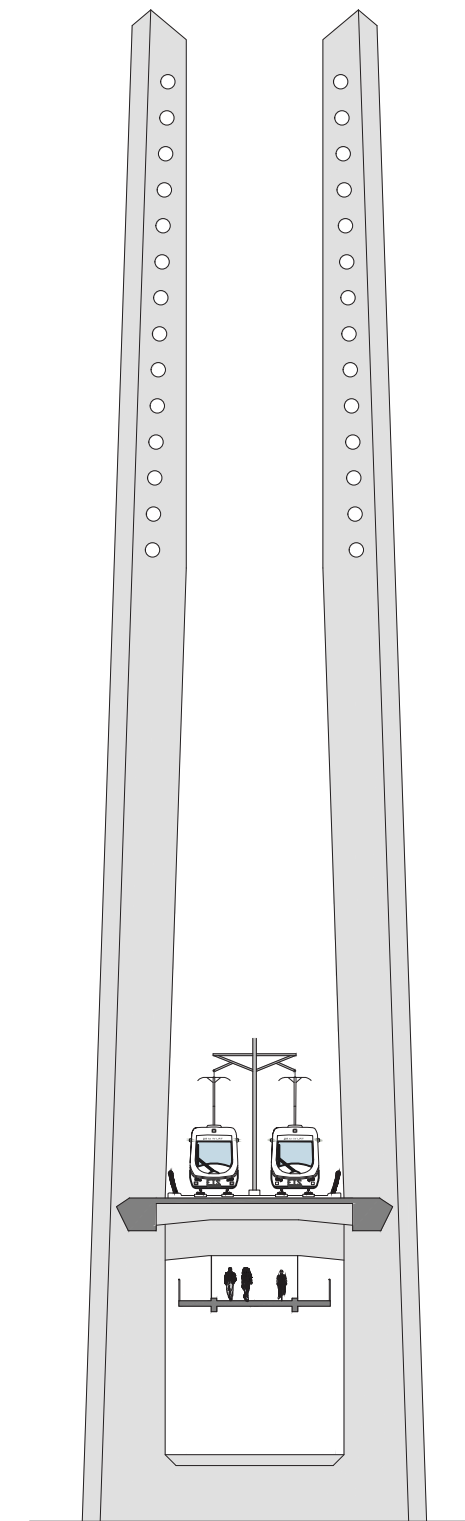
Option 3 - Variable box girder bridge looking Southeast

North Saskatchewan River Bridge

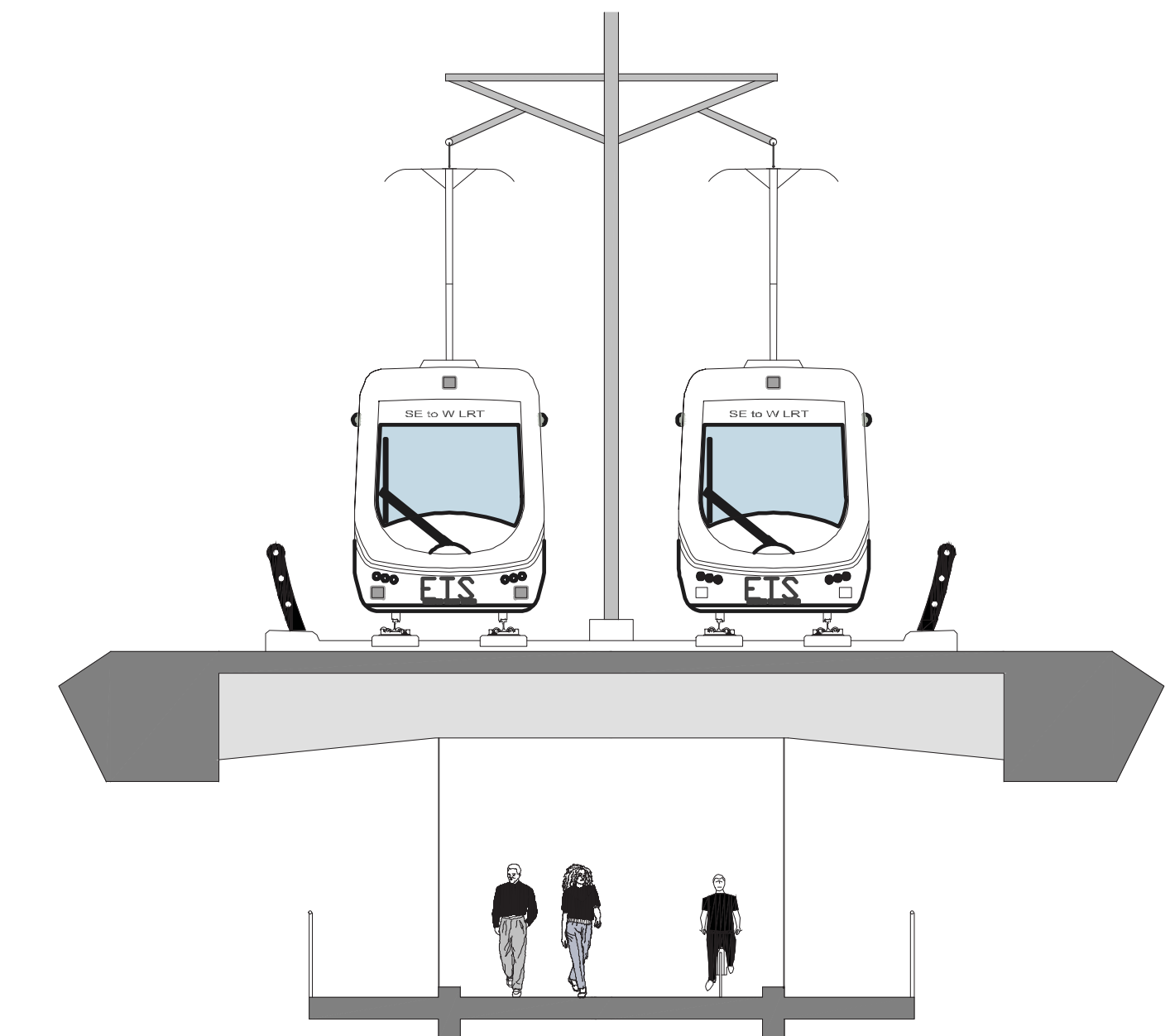


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Option 1
Cable Stayed Bridge

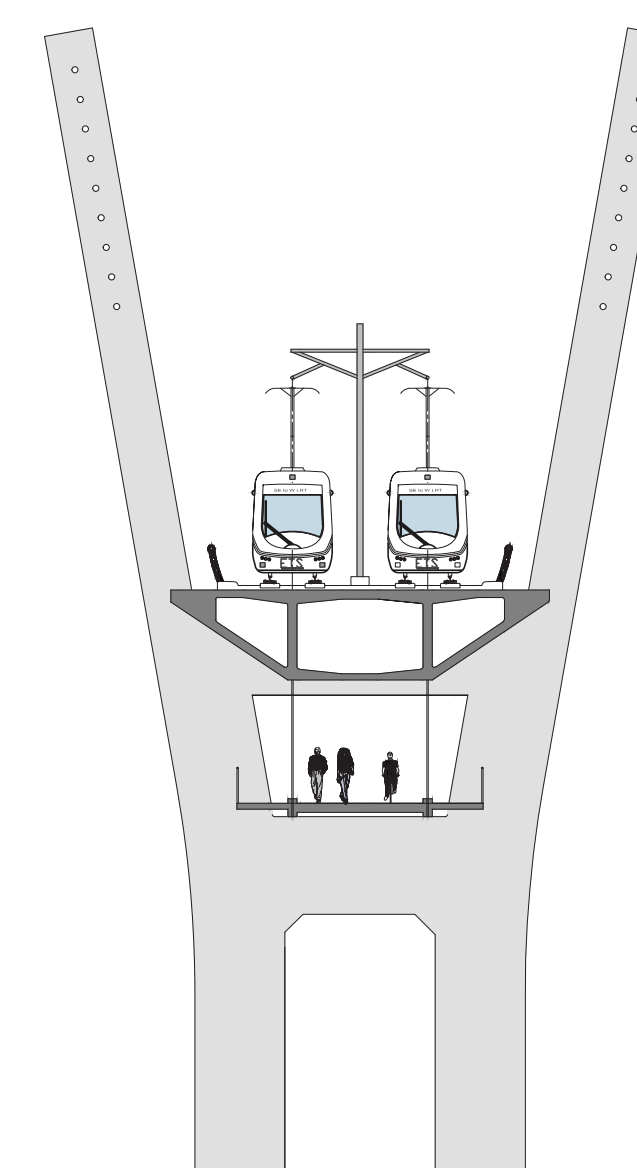


Option 1 - Cable stayed bridge cross-section at pier

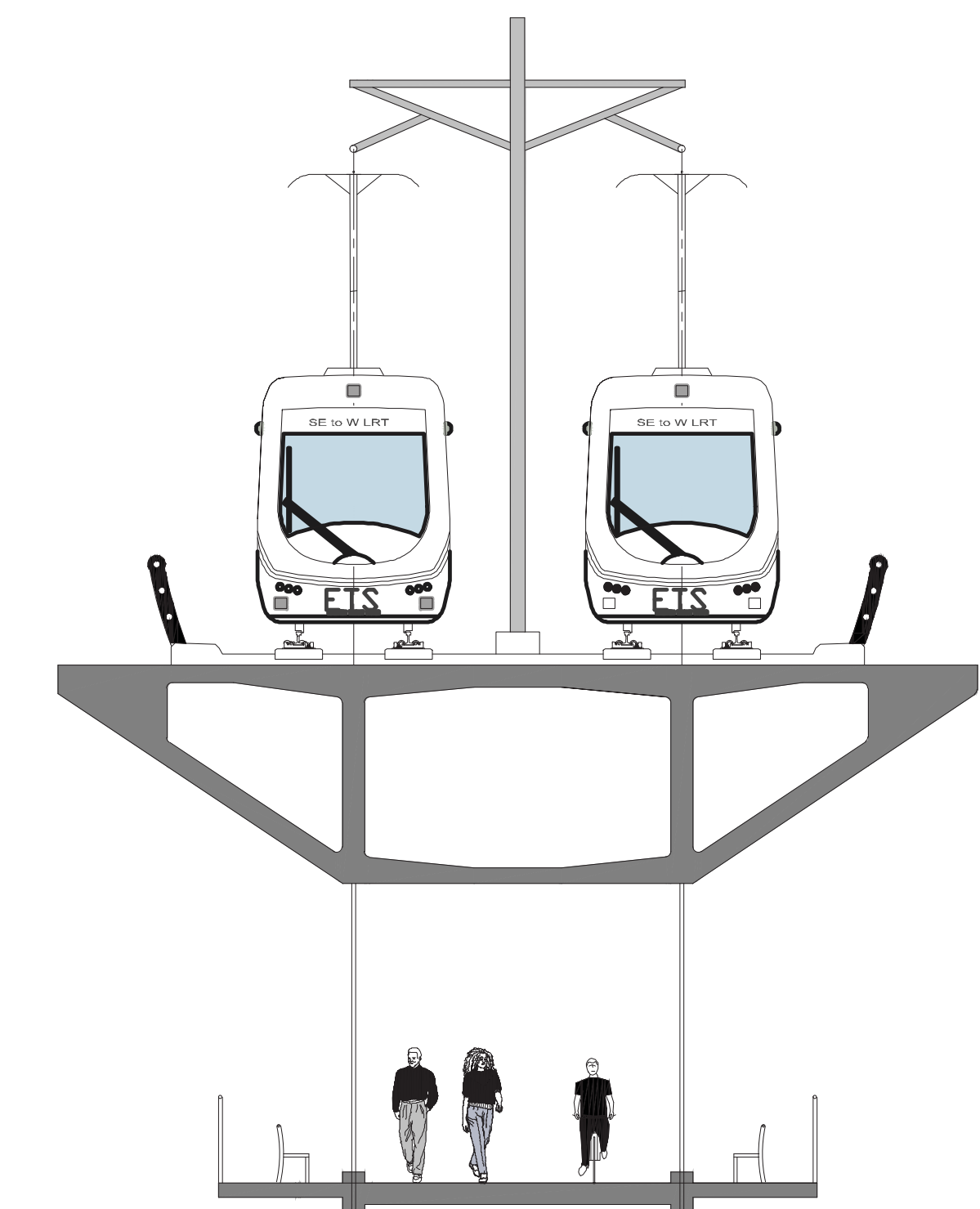


Option 1 - Cable stayed bridge cross-section at midspan

Option 2
Extradosed Bridge

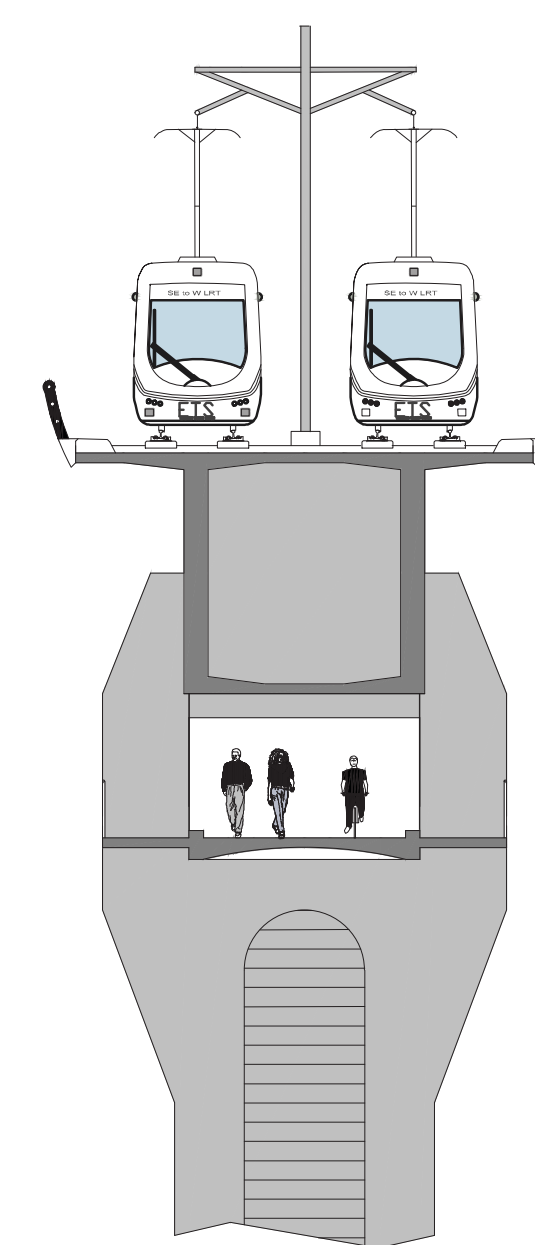


Option 2 - Extradosed bridge cross-section at pier

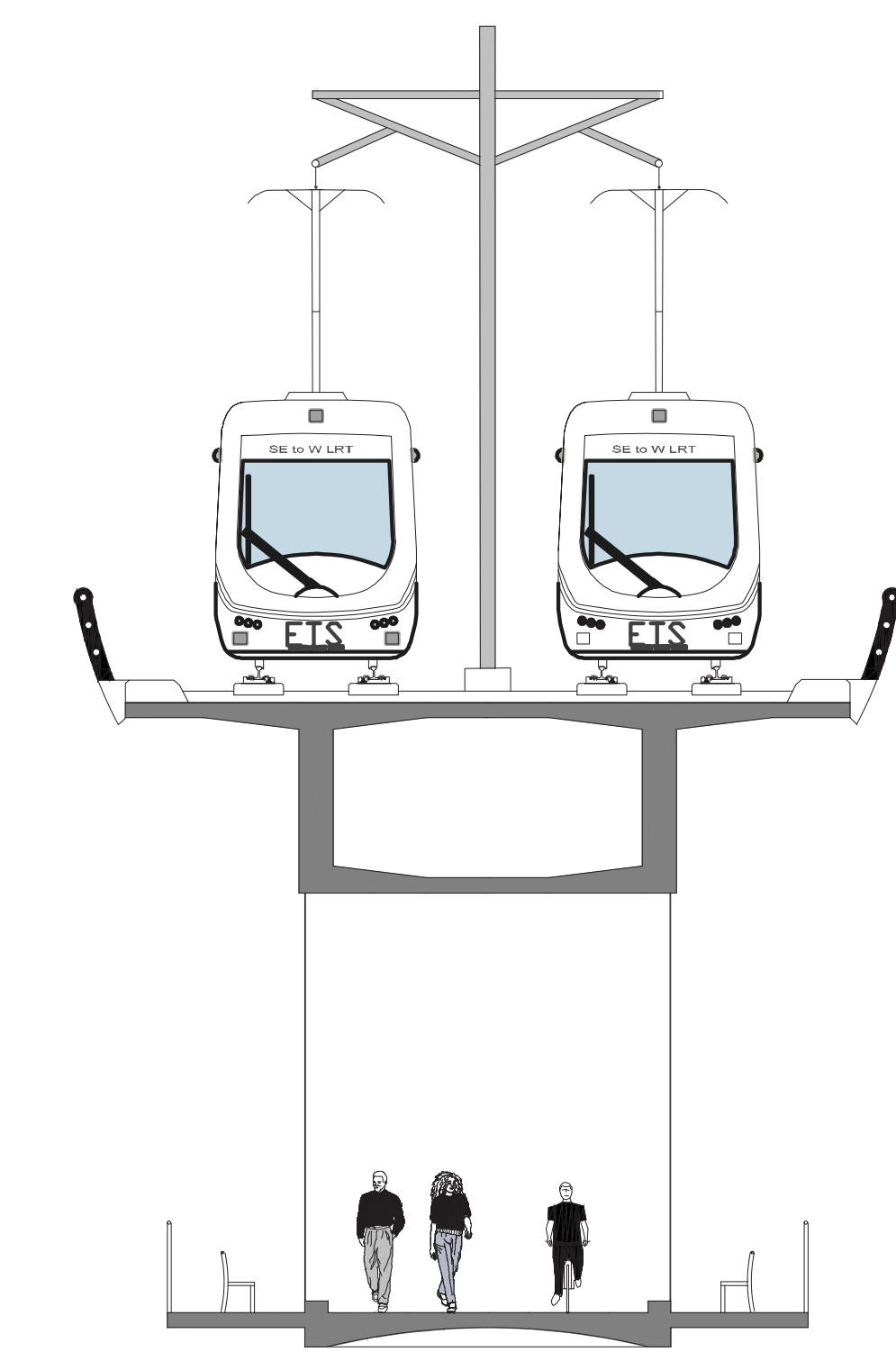


Option 2 - Extradosed bridge cross-section at midspan

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

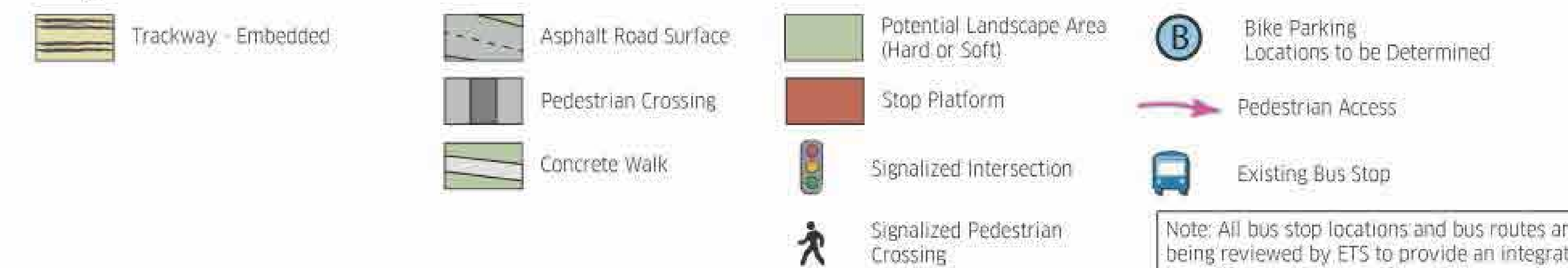
149 Street Stop Plan



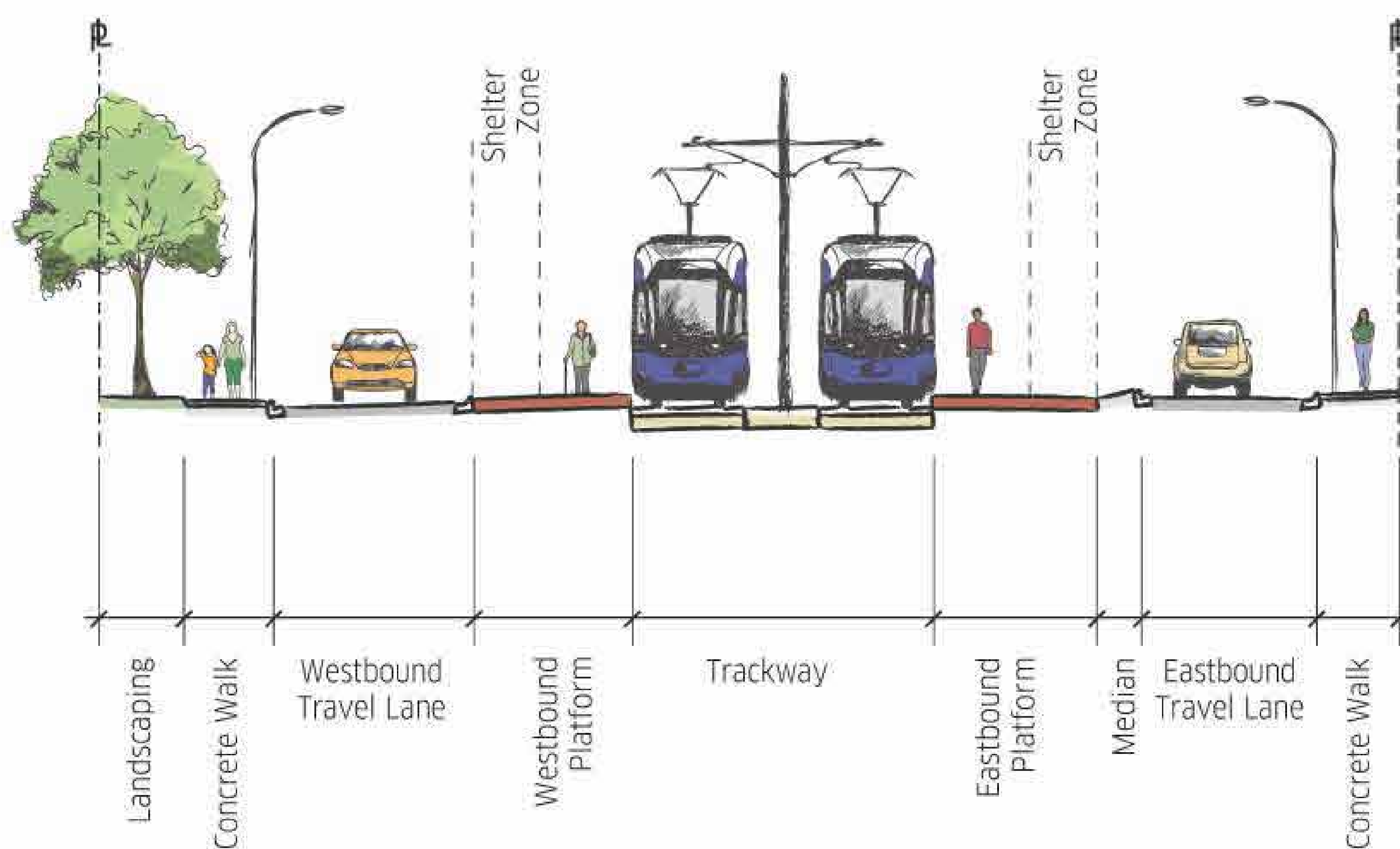
Stop Site Plan

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

Legend



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.

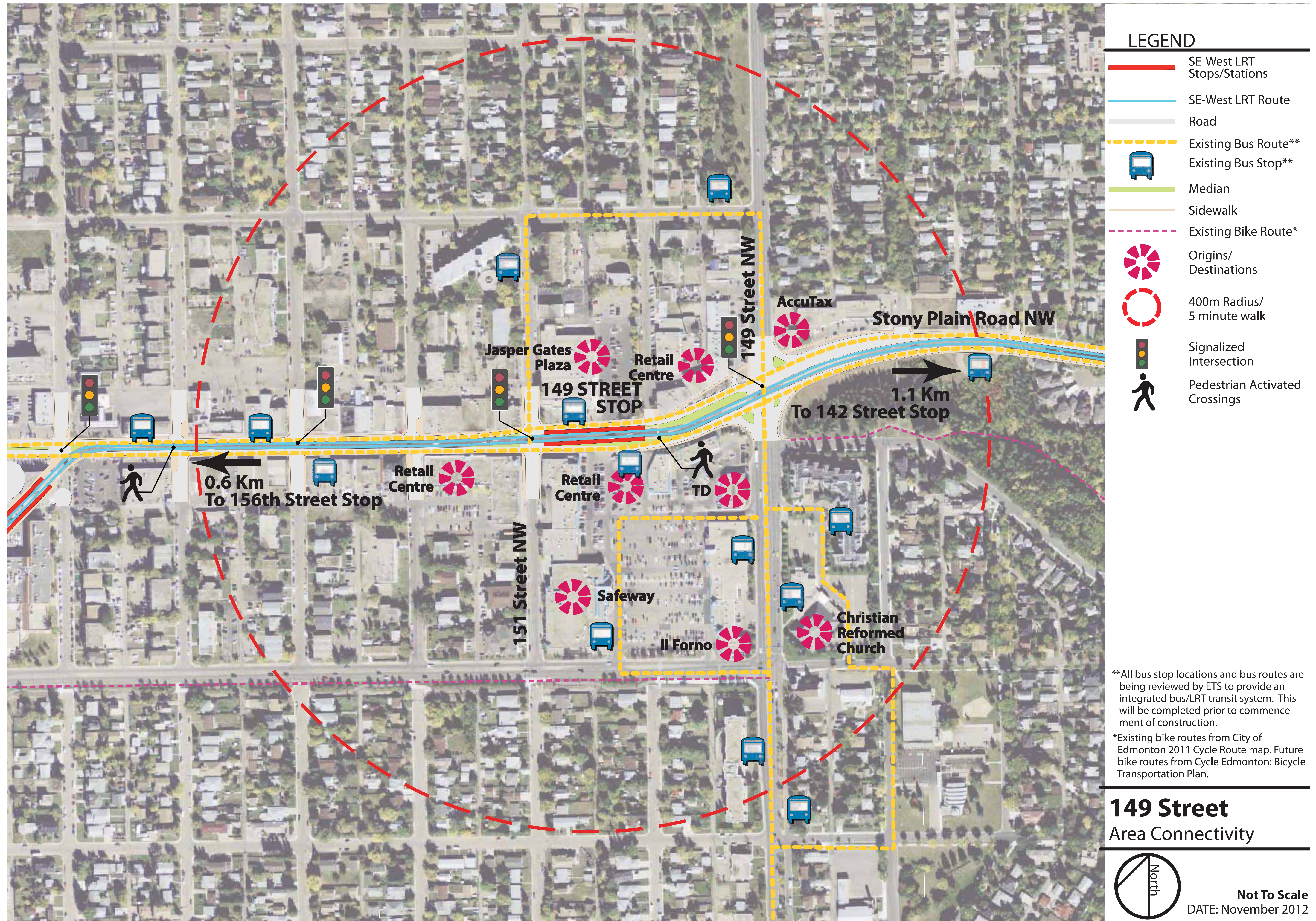


View 1 - Existing Condition
Looking east along Stony Plain Road towards 151 Street.



View 1 - Concept Rendering

149 Street Stop LRT in your Neighbourhood



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.

149 Street Area Connectivity

North
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

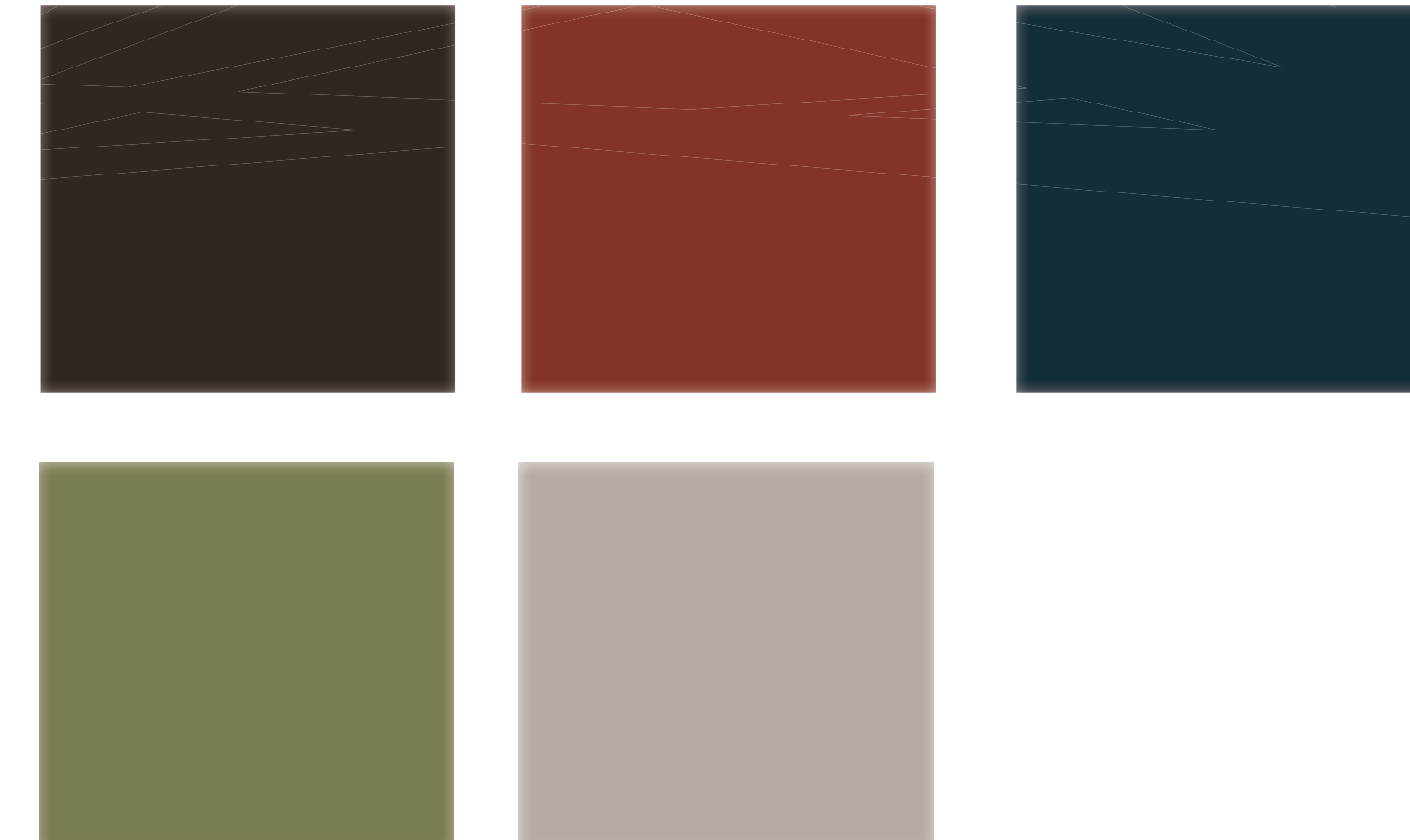
Design to be coordinated with the Stony Plain Road Streetscape Initiative.

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.



156 Street Stop Plan



Stop Site Plan

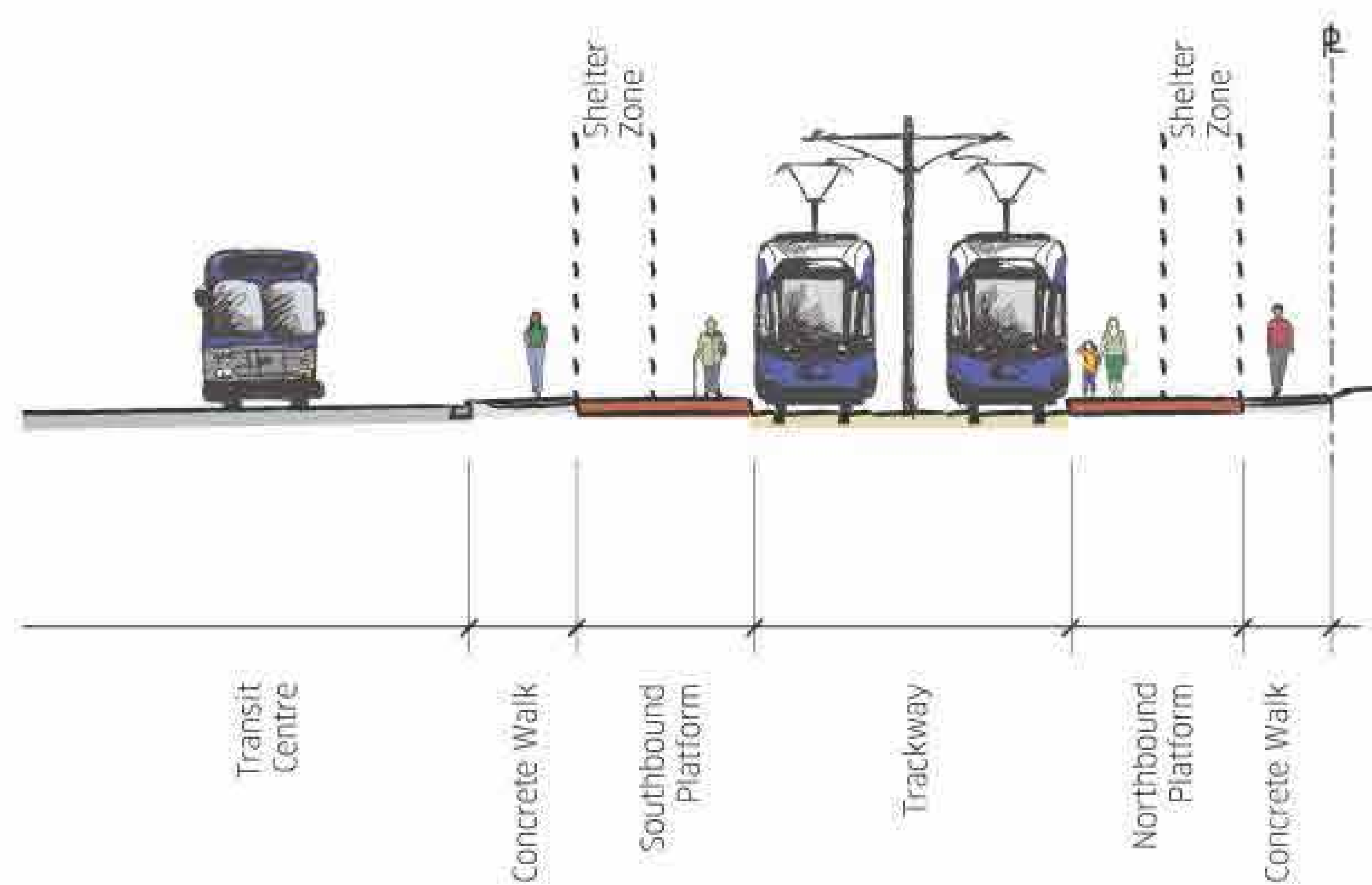
Notes:

- Design to be coordinated with the Stony Plain Road Streetscape Initiative.
- Layout of Transit Centre and Transit Oriented Development subject to a separate planning exercise.
- 156 Street Stop is currently under review.

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	

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 Northeast)

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



View 1 - Existing Condition

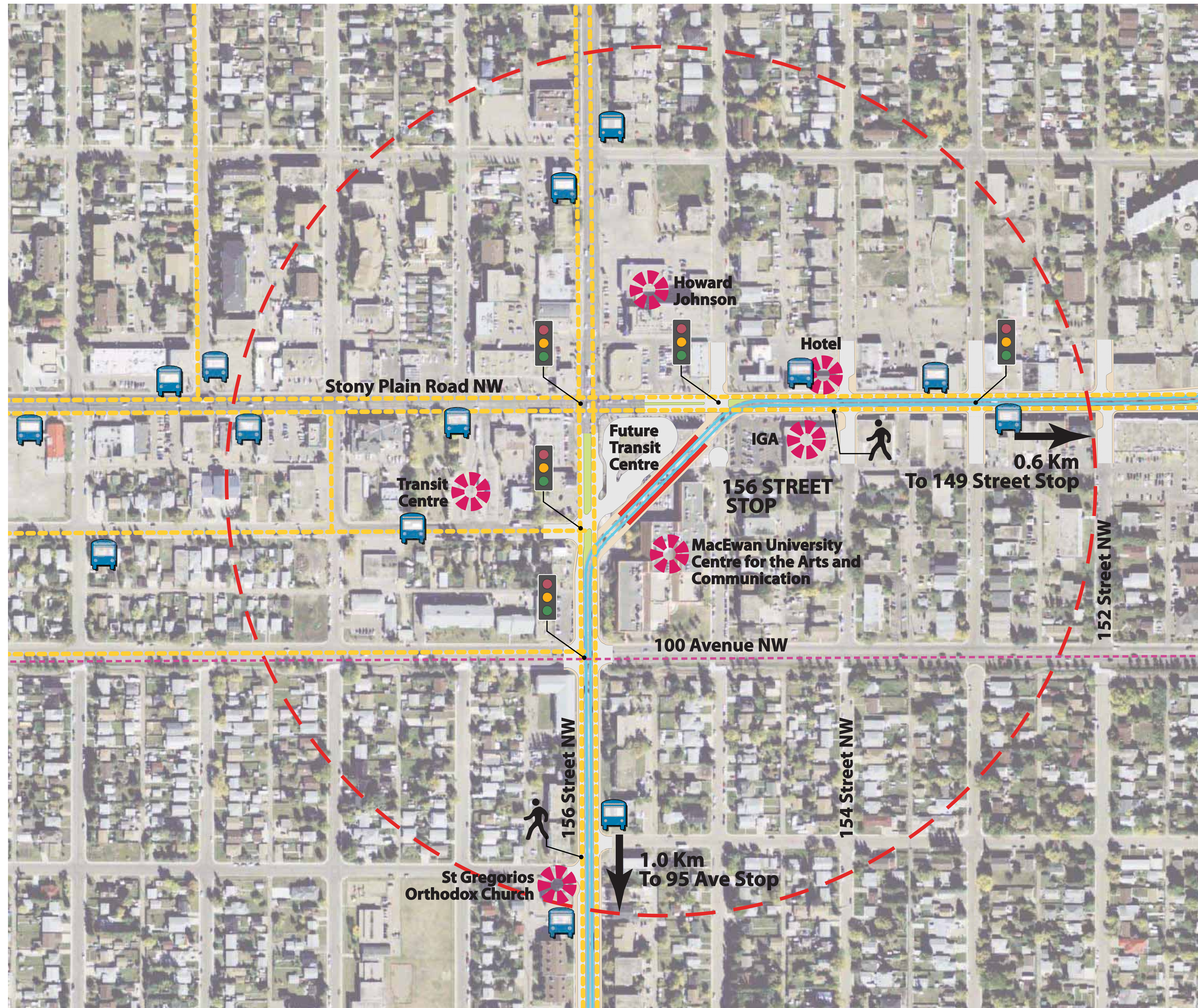
Looking east from the intersection of 100A Avenue and 156 Street.



View 1 - Concept Rendering



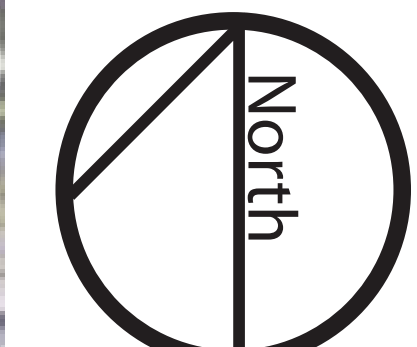
156 Street Stop LRT in your Neighbourhood



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.

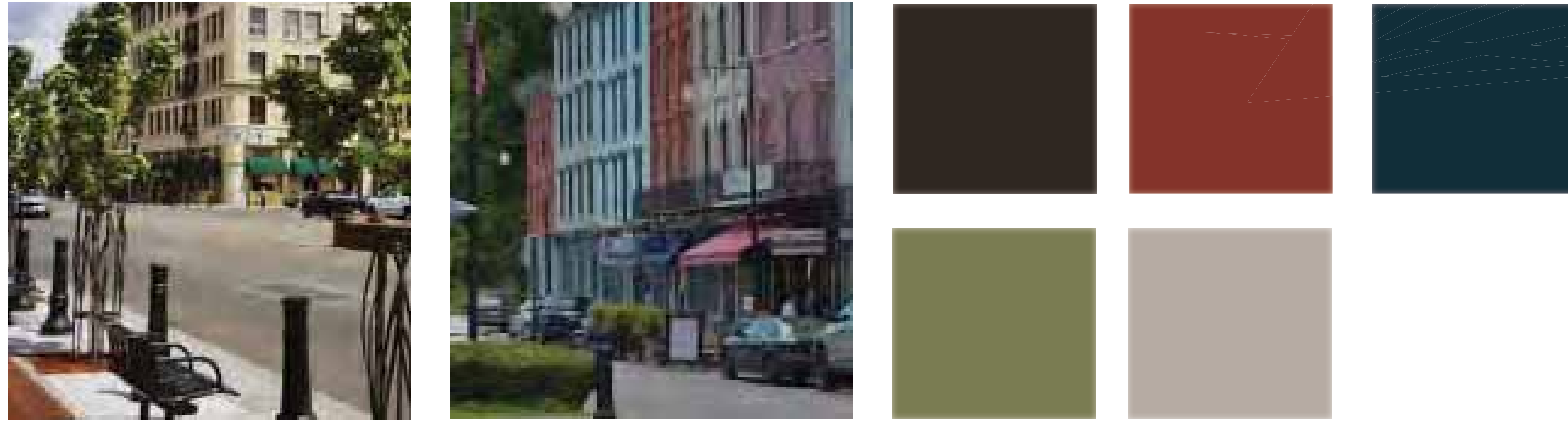
156 Street Area Connectivity



Not To Scale
DATE: November 2012



156 Street Stop: Theme



Your Stage 2 comments provided direction for this stop theme

“Maintain a small town feel.”
“Wrought iron materials, traditional looking shelters.”

Design Theme:
What We Heard from Stage 2



BENCHES



GARBAGE BINS



WALLS



PAVING



COLUMN WRAPS



RAILING

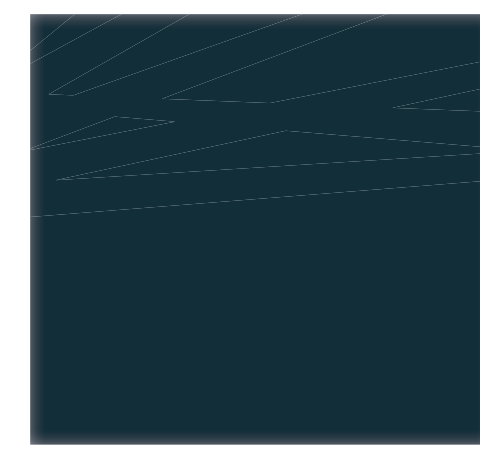
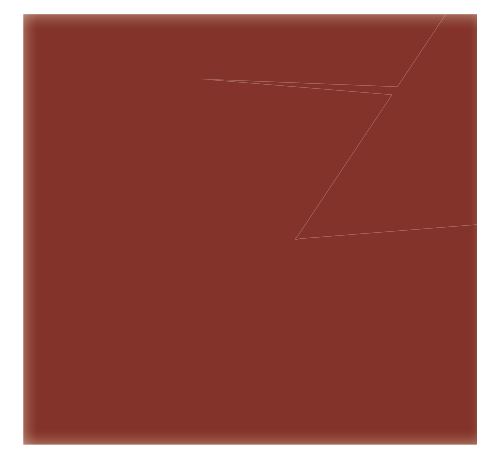
The 156 Street Transit Centre is being designed in coordination with the Southeast to West LRT project.

156 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



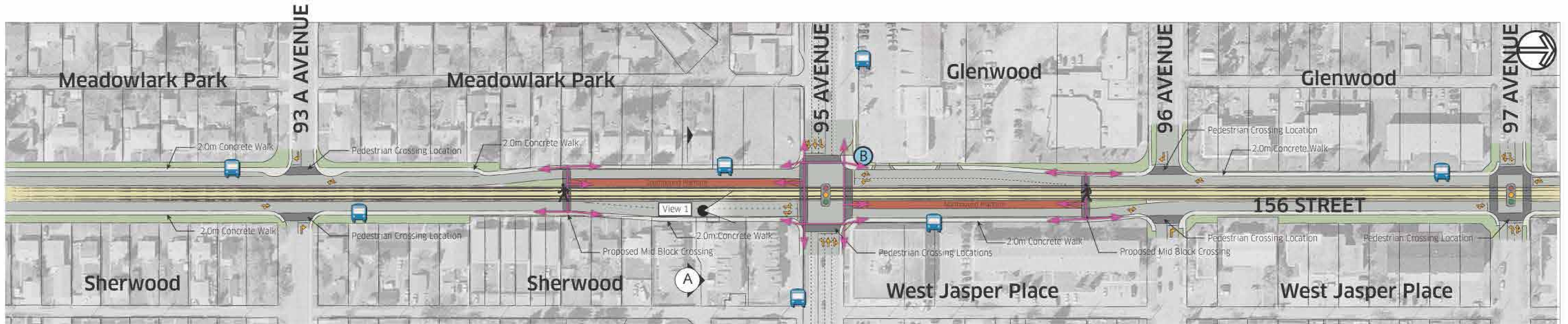
RAILING



The 156 Street Transit Centre is being designed in coordination with the Southeast to West LRT project.



95 Avenue Stop Plan



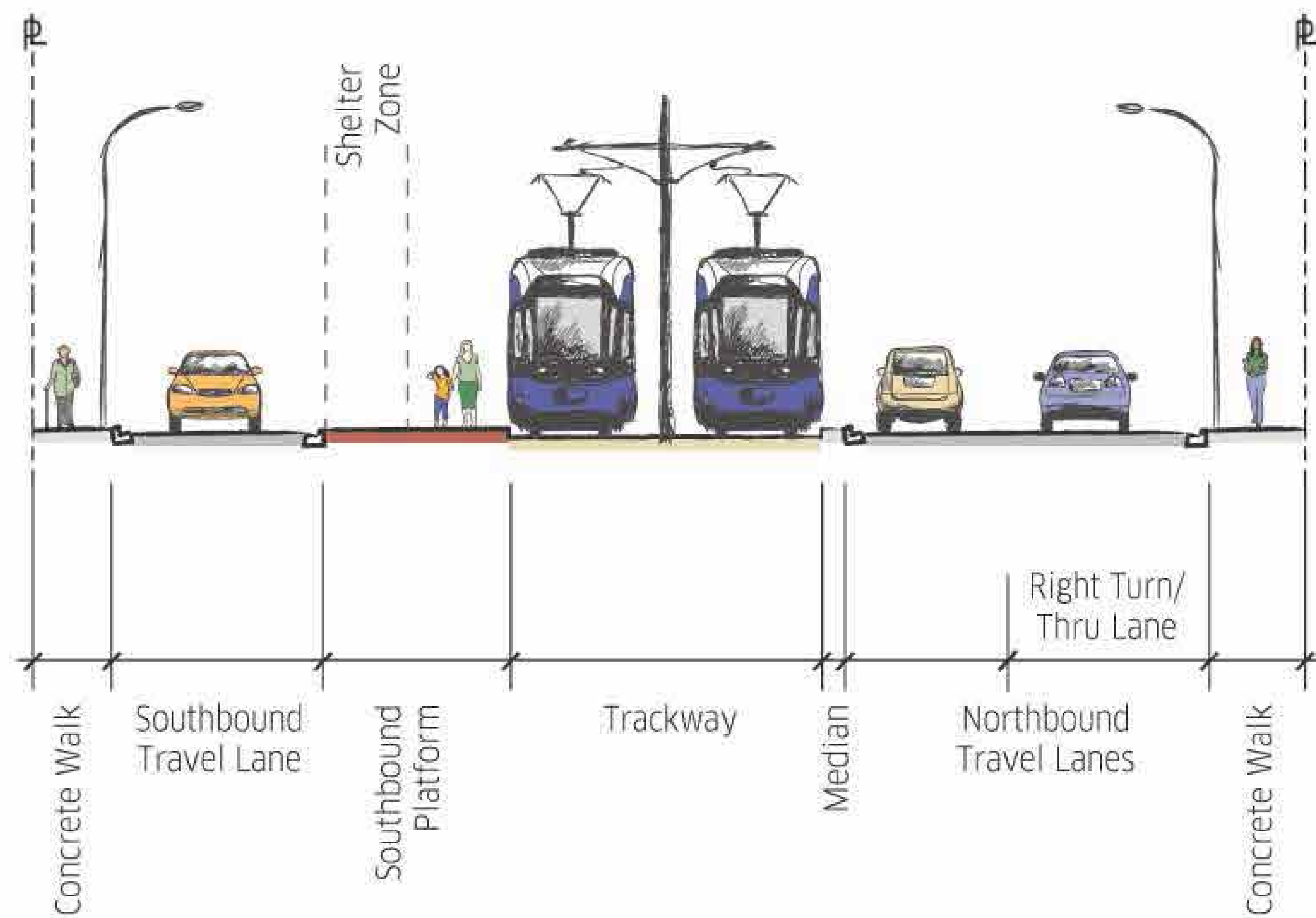
Stop Site Plan

Legend

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

SCALE 1:750m

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



View 1 - Existing Condition
 Looking north along 156 Street towards 95 Avenue.

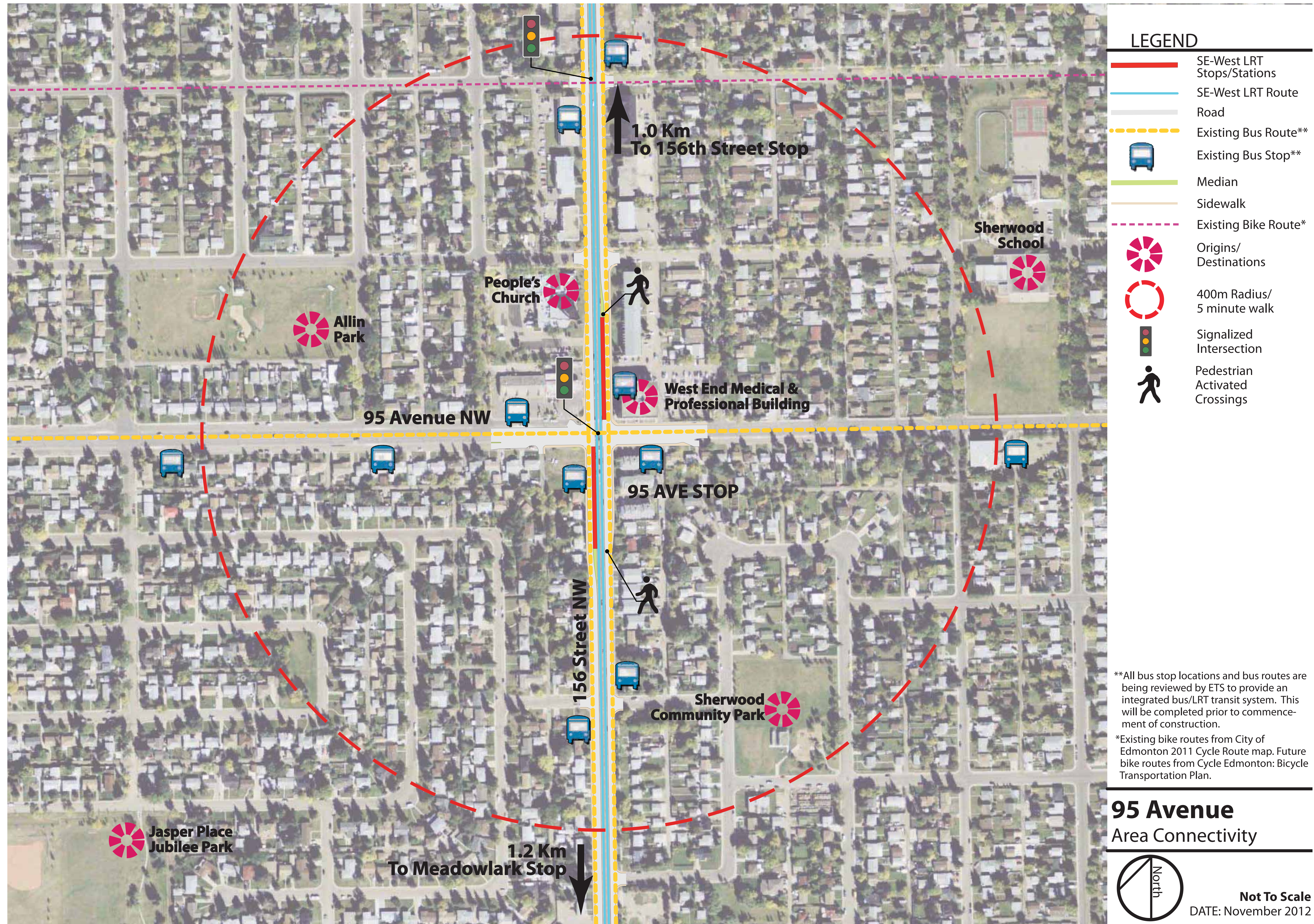


View 1 - Concept Rendering



95 Avenue Stop LRT in your Neighbourhood

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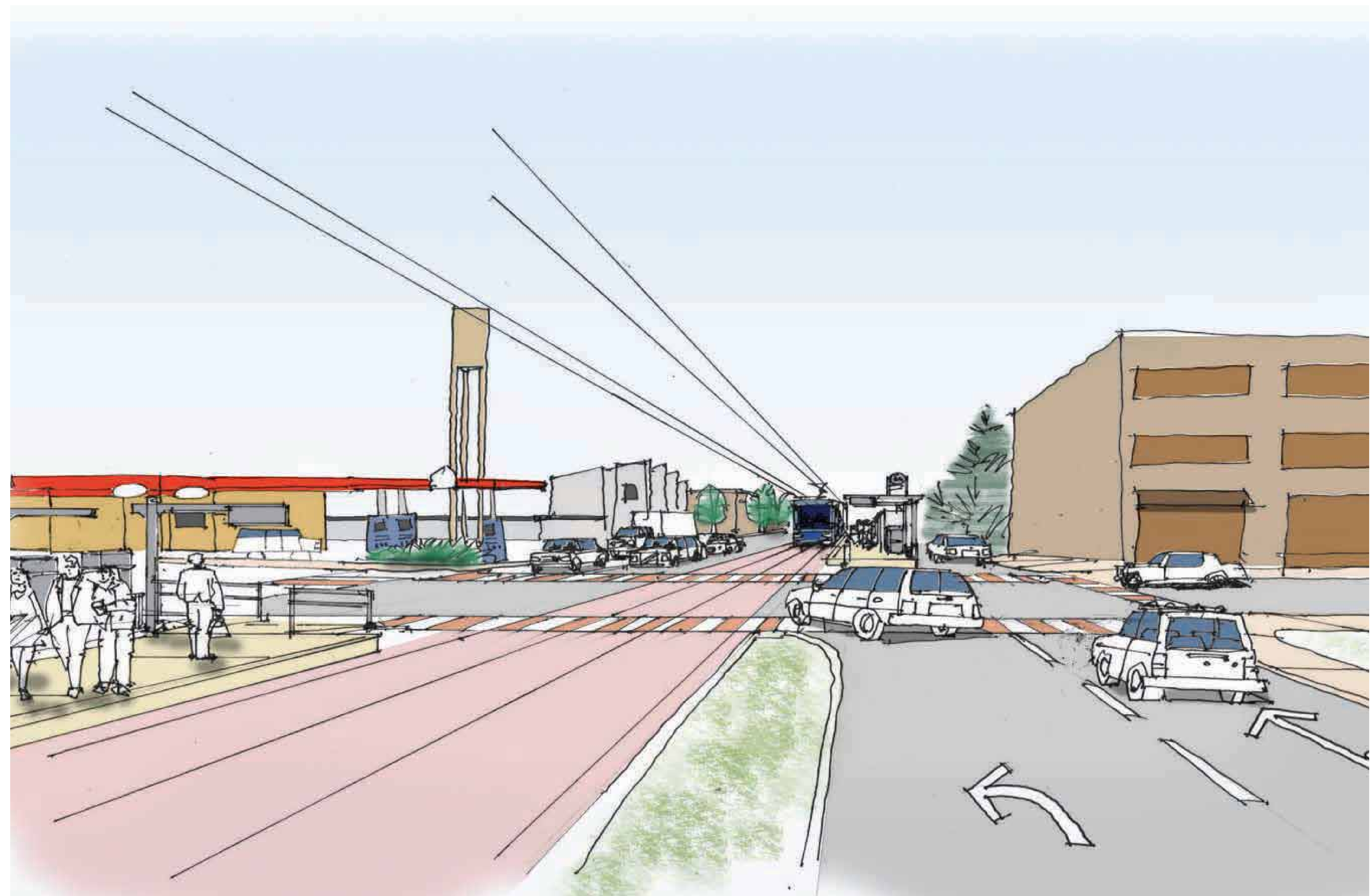
95 Avenue Stop: Theme



Your Stage 2 comments provided direction for this stop theme

“Modern and light, warm feel.”

Design Theme:
What We Heard from Stage 2



BENCHES



GARBAGE BINS



WALLS



PAVING



COLUMN WRAPS



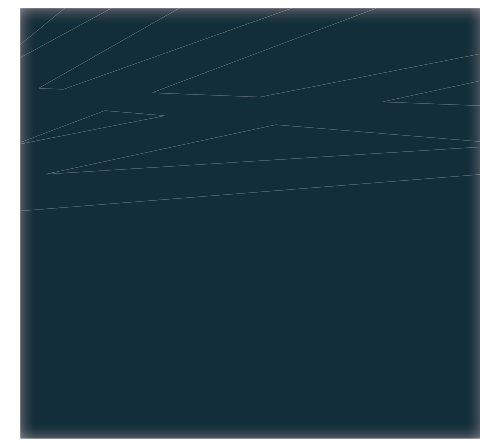
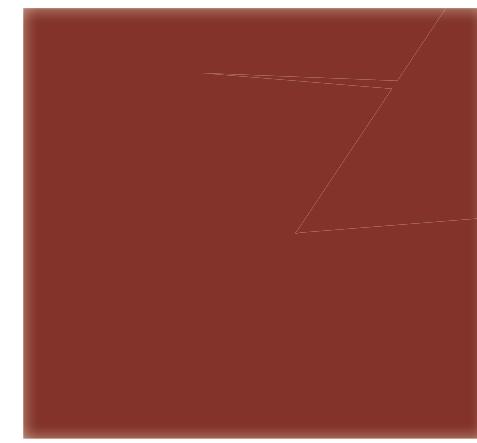
RAILING

95 Avenue Stop Options

HAVE YOUR SAY



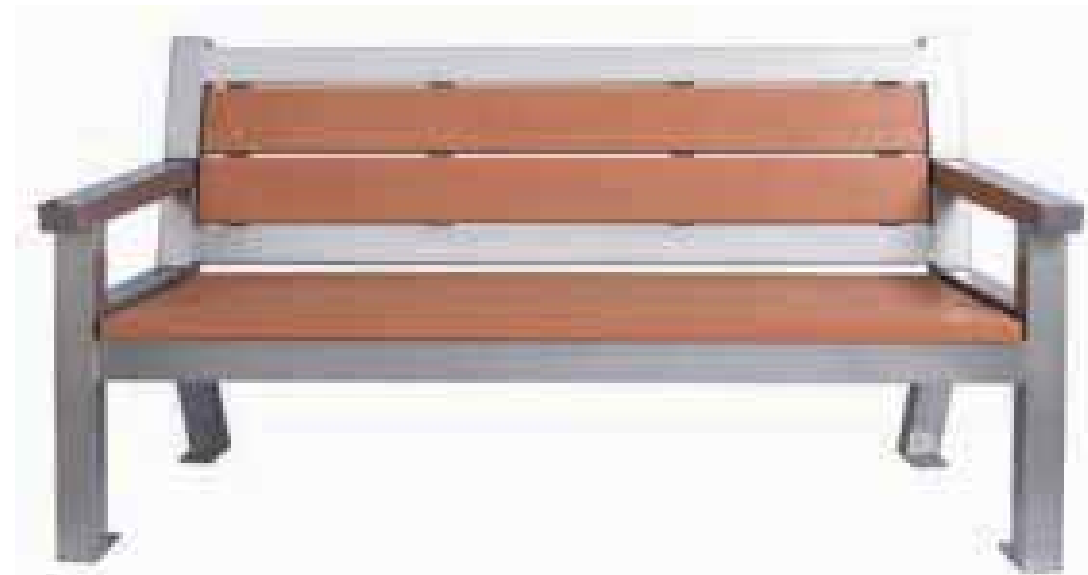
TRANSFORMING | EDMONTON
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Have Your Say:

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

BENCHES



GARBAGE BINS



WALLS



PAVING



COLUMN WRAPS

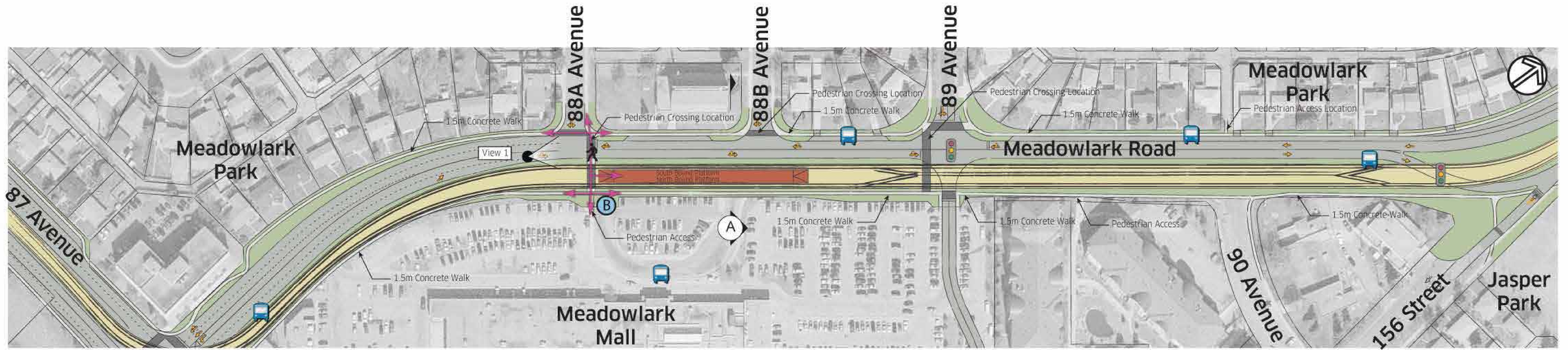


RAILING



Meadowlark Stop Plan

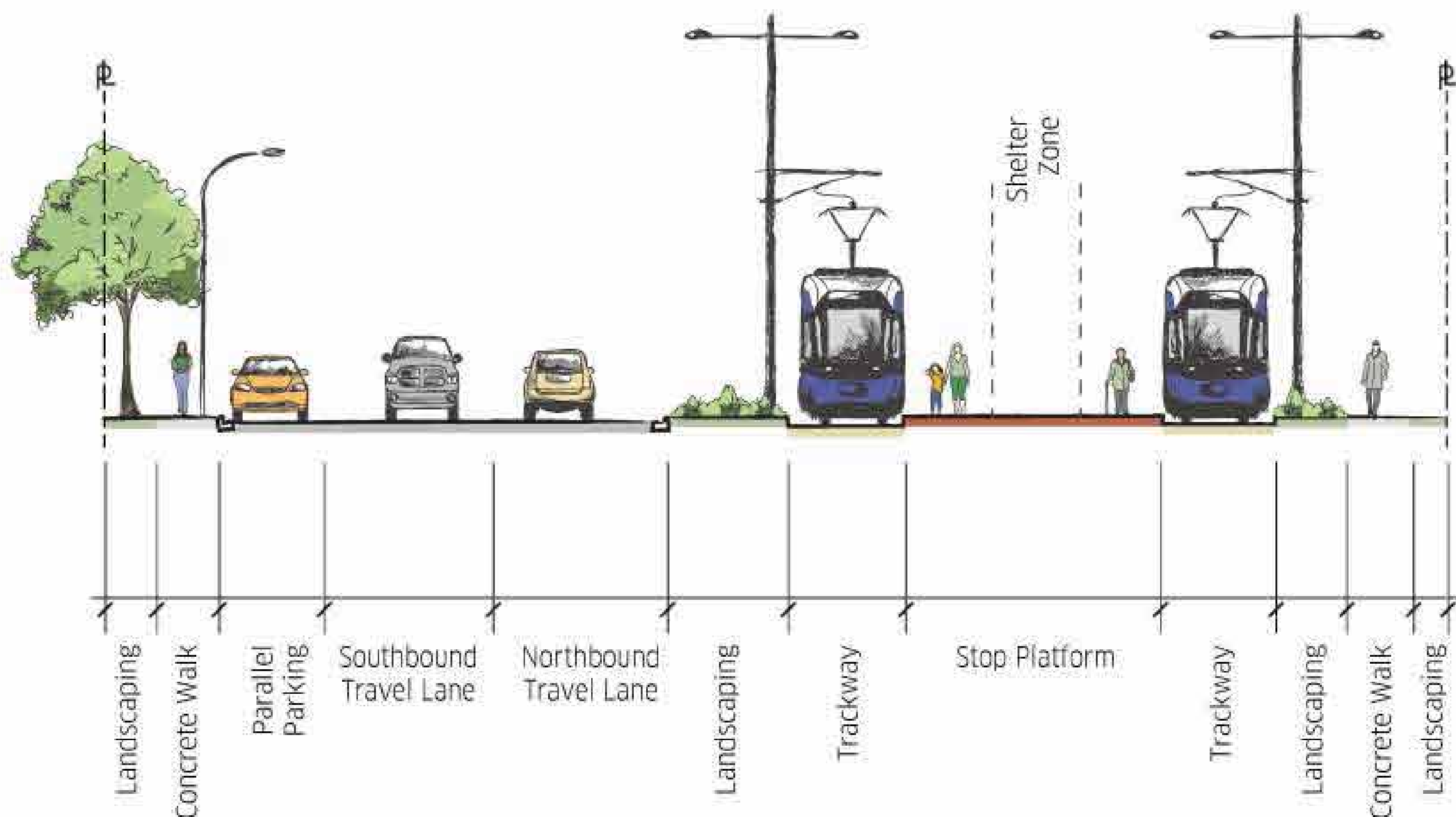
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Stop Site Plan

Legend

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

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



View 1 - Existing Condition

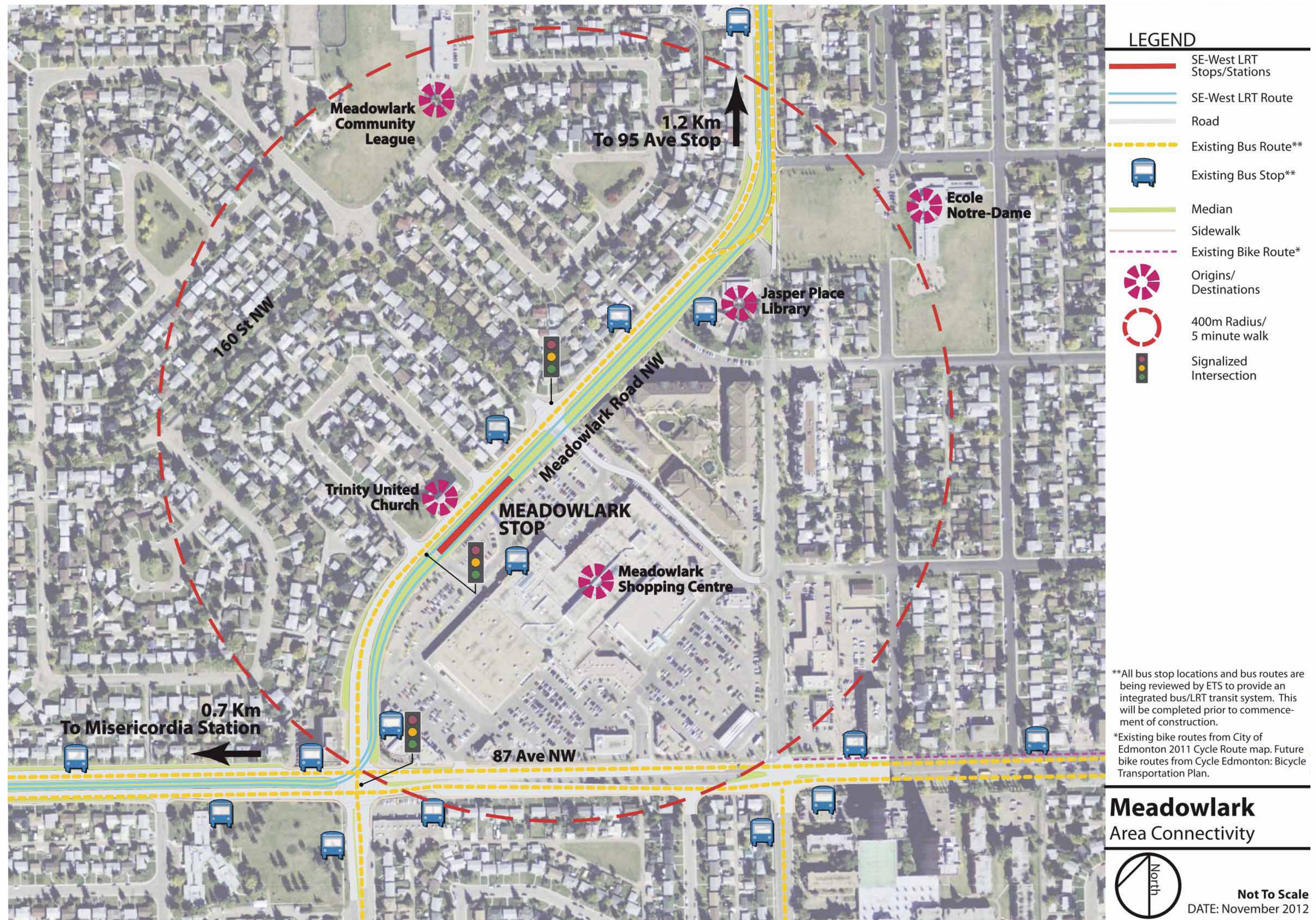
Looking northeast down Meadowlark Road towards 88A Avenue.



View 1 - Concept Rendering

Meadowlark 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

**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.

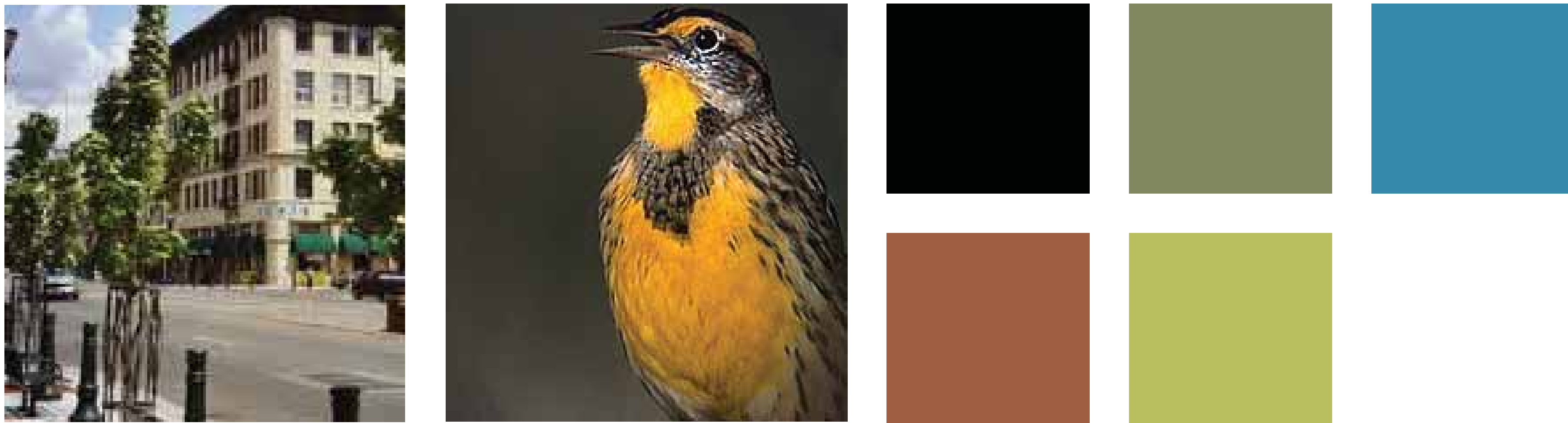
*Existing bike routes from City of Edmonton 2011 Cycle Route map. Future bike routes from Cycle Edmonton: Bicycle Transportation Plan.

Meadowlark Area Connectivity

North
Not To Scale
DATE: November 2012

Meadowlark Stop: Theme

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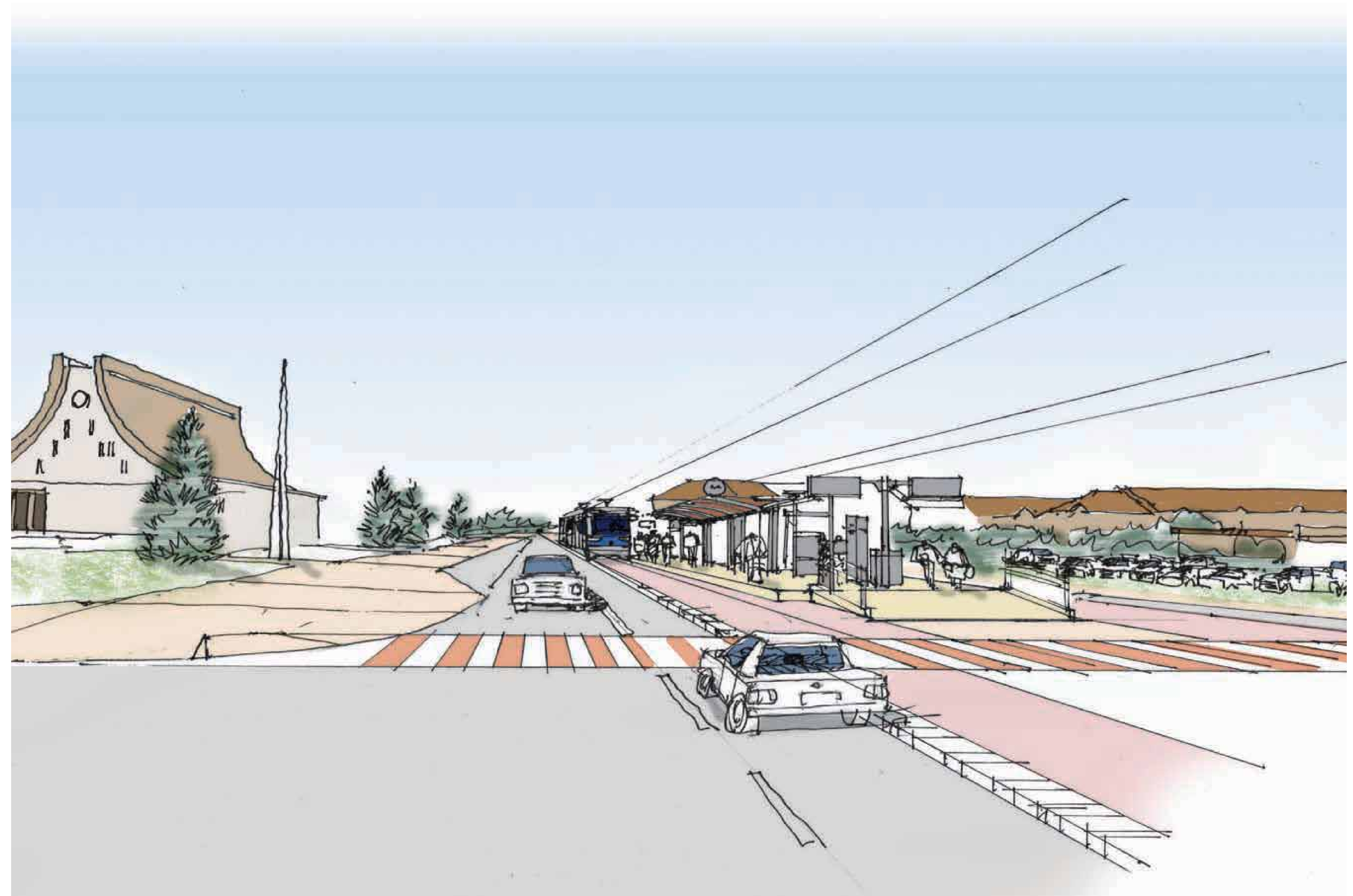


Your Stage 2 comments provided direction for this stop theme

“Birds integrated into design.”

“Traditional European theme.”

Design Theme:
What We Heard from Stage 2



BENCHES



GARBAGE BINS



WALLS



PAVING



COLUMN WRAPS



RAILING

Meadowlark Stop Options



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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



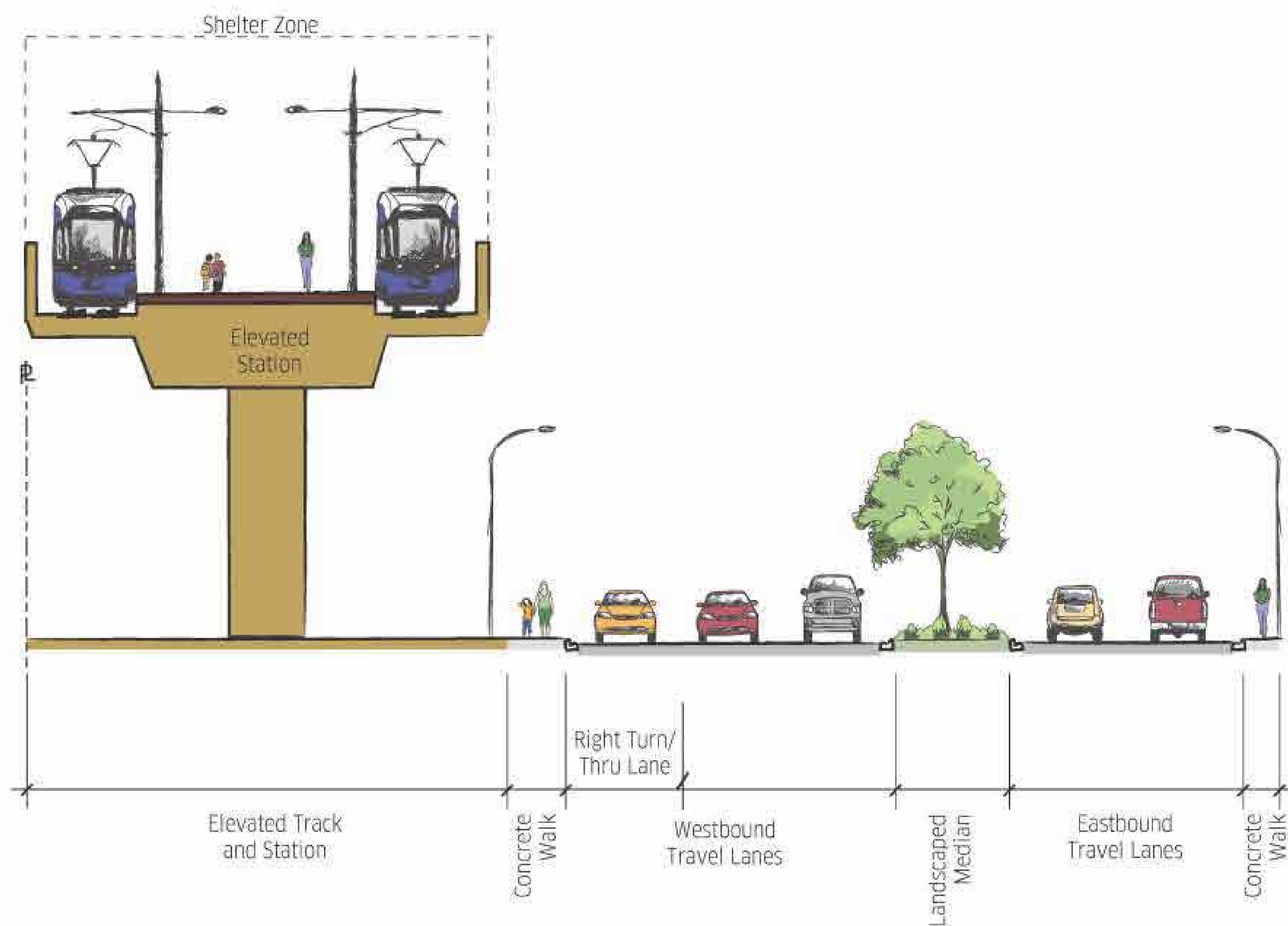
Misericordia Hospital Station Plan



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Stop Site Plan



Cross-section A (Looking East)

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

Legend

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

SCALE: 1:750m

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

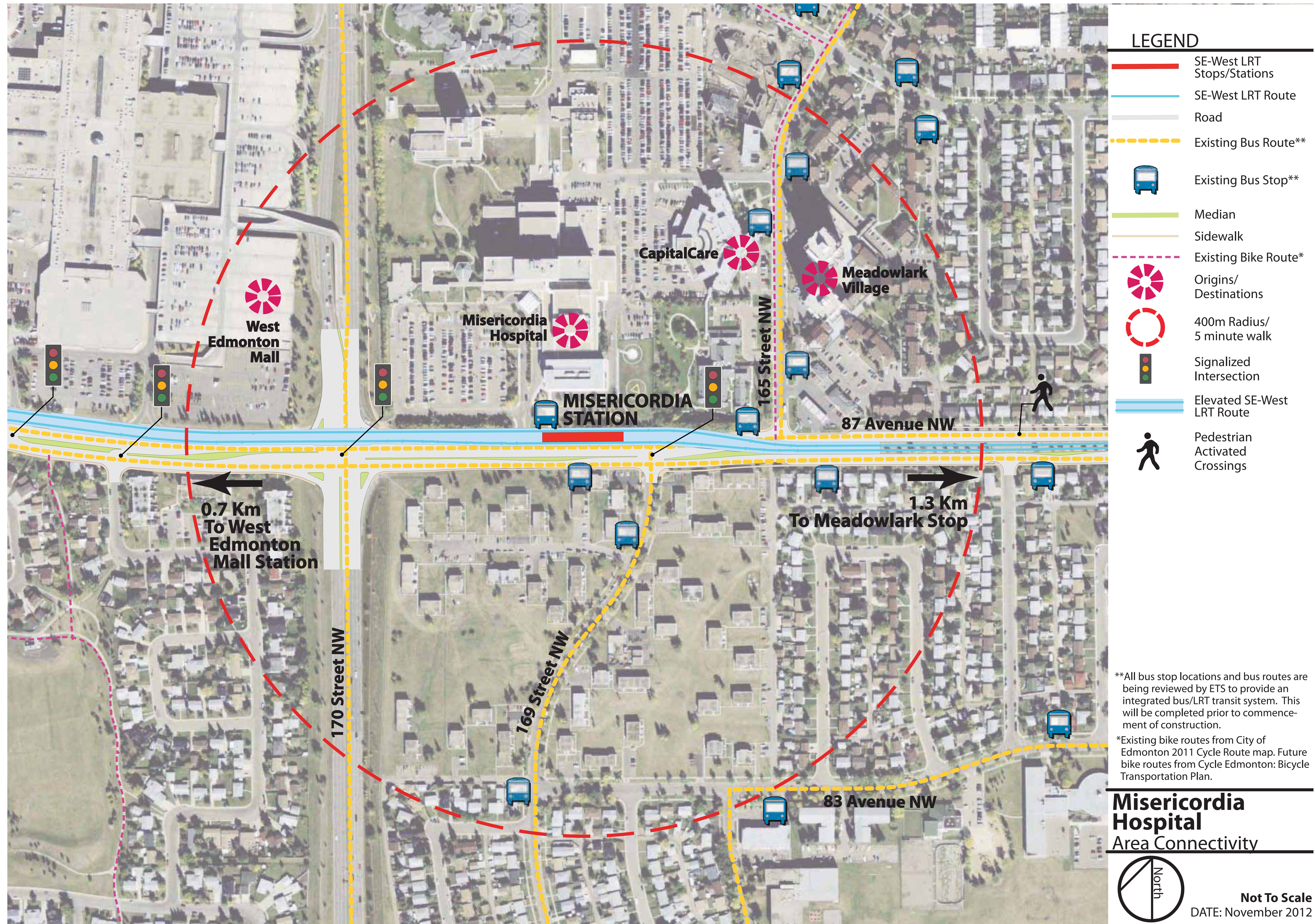
Looking northeast along 87 Avenue towards Misericordia Hospital.



View 1 - Concept Rendering

Misericordia Hospital Station LRT in your Neighbourhood

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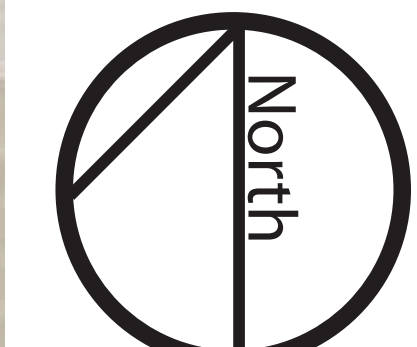


LEGEND	
	SE-West LRT Stops/Stations
	SE-West LRT Route
	Road
	Existing Bus Route**
	Existing Bus Stop**
	Median
	Sidewalk
	Existing Bike Route*
	Origins/Destinations
	400m Radius/5 minute walk
	Signalized Intersection
	Elevated SE-West LRT Route
	Pedestrian Activated Crossings

**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.

Misericordia Hospital Area Connectivity



Not To Scale
DATE: November 2012



Misericordia Hospital Station

- Elevated stations are required where the rail is on a bridge at Misericordia Hospital and West Edmonton Mall stations
- The Misericordia Hospital station will provide barrier-free access to Misericordia Hospital and surrounding community
- Preliminary design of stations is ongoing



Example of an elevated station:
Sunalta station, Calgary, AB



Roof options at Misericordia Hospital station

Option 1

- Simple roof form respects the tree line and the hospital



Option 2

- Minimize south side heat gain
- Maximize exposure to northern light



Option 3

- Minimize south side heat gain
- Maximize exposure to northern light



Misericordia Hospital Station: Theme



Your Stage 2 comments provided direction for this stop theme

“A nice integration of modern and light.”

Design Theme:
What We Heard from Stage 2



Preliminary design is ongoing. Refer to Misericordia Hospital Stop boards for options.



BENCHES



GARBAGE BINS



WALLS



PAVING



COLUMN WRAPS



RAILING

Misericordia Hospital Station 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



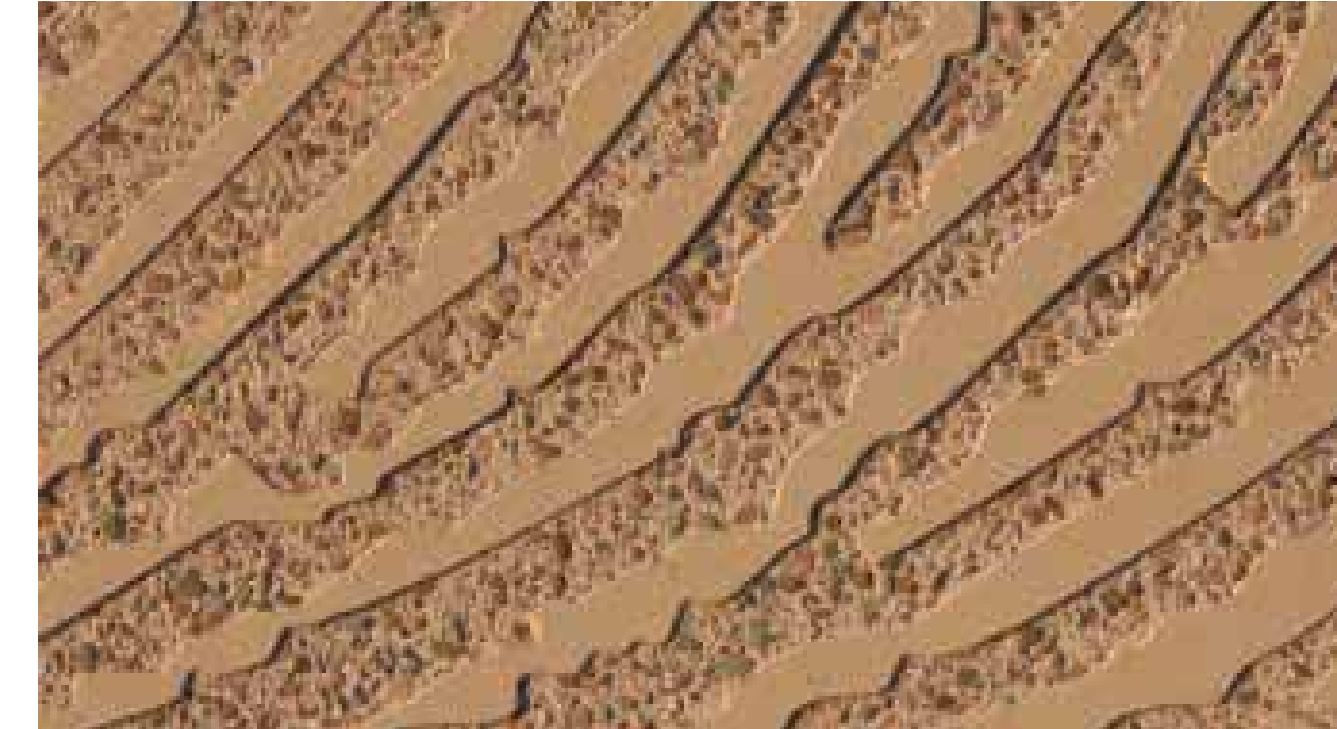
PAVING



COLUMN WRAPS



RAILING



Bridge over 170 Street



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Concept for elevated LRT bridges in West Edmonton

- Bridge connects Misericordia Hospital and West Edmonton Mall elevated stations
- Bridge required to clear 170th Street, which is part of the City's Interior Ring Road
- Bridge is for LRT only; pedestrian connections are at street level
- Approximately 1.6km in length
- Preliminary design is ongoing



View 1 - Bridge at 170th Street/87 Avenue Intersection



View 2 - Ramp on 87th Avenue East of 165 Street



Reference Plan - Bridge views shown



Example of elevated LRT bridge - Calgary, AB

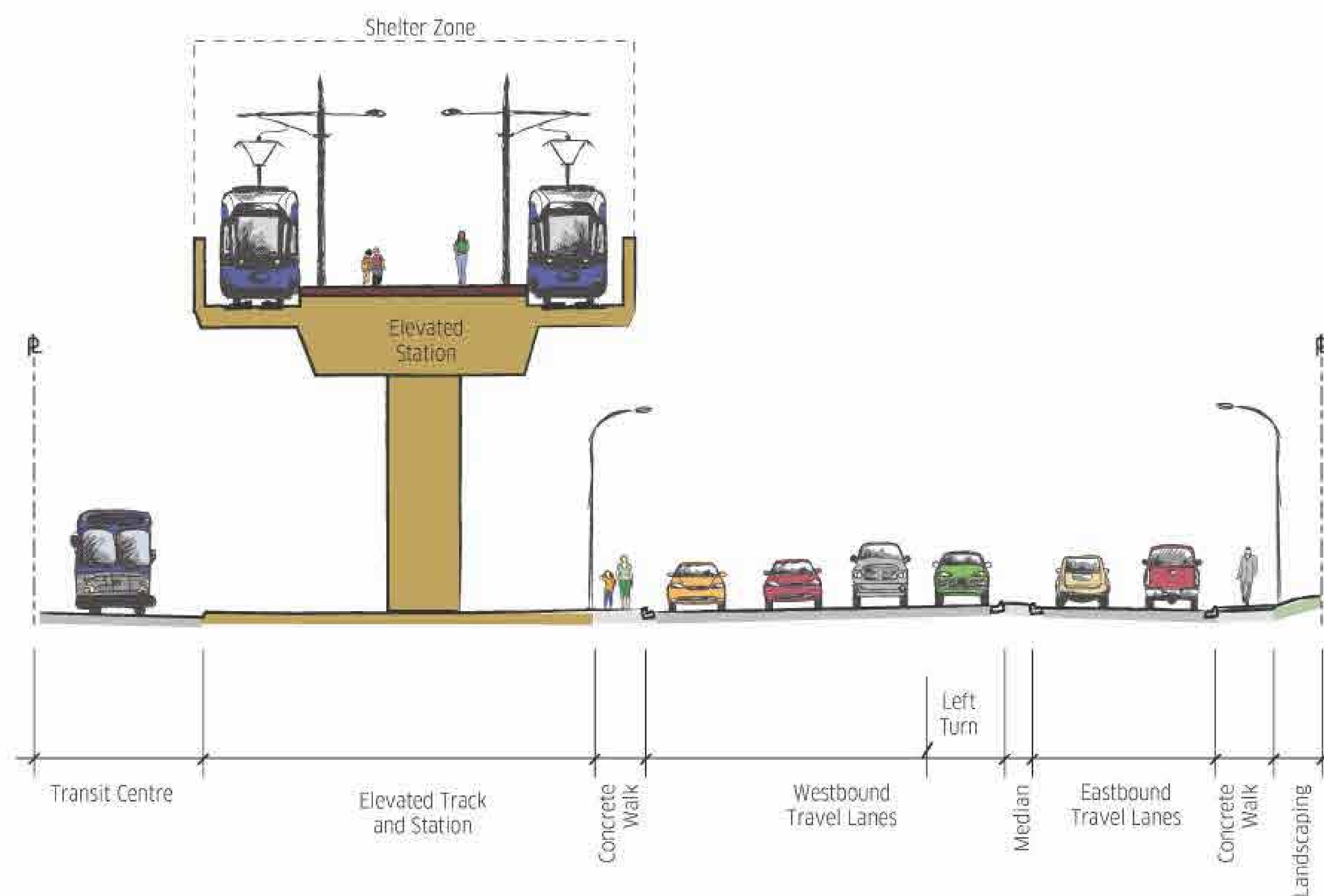
West Edmonton Mall Station Plan



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Stop Site Plan



Cross-section A (Looking East)

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

Legend

- | | | | |
|---|--------------------------------|---|---|
| Trackway - Elevated | Asphalt Road Surface | Potential Landscape Area (Hard or Soft) | Bike Parking: Locations to be Determined |
| Trackway - Embedded | Pedestrian Crossing | Stop Platform | Existing Bus Stop (Bus Network to be determined in consultation with ETS) |
| Pedestrian Crossing Under Elevated Trackway | Concrete Walk | Signalized Intersection | Pedestrian Access |
| Concrete Walk Under Elevated Trackway | Signalized Pedestrian Crossing | | |

SCALE 0 7.5 22.5 37.5m
1:750m



View 1 - Existing Condition

Looking northeast towards West Edmonton Mall Transit Centre.



View 1 - Concept Rendering

West Edmonton Mall Station LRT in your Neighbourhood

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West Edmonton Mall Station

- Elevated stations are required where the rail is on a bridge at Misericordia Hospital and West Edmonton Mall stations
- The West Edmonton Mall station will be integrated with the existing transit centre
- Preliminary design of stations is ongoing



Example of an elevated station:
Mount Baker station, Seattle, WA



Roof options at West Edmonton Mall station

Option 1

- Similar to the WEM Waterpark roof form



Option 2

- Minimize south side heat gain
- Maximize exposure to northern light



Option 3

- Minimize south side heat gain
- Maximize exposure to northern light



West Edmonton Mall Station: Theme



Your Stage 2 comments provided direction for this stop theme

“Bring artistic feel to area.”

“Contemporary, but not slick.”

Design Theme:
What We Heard from Stage 2



Preliminary design is ongoing. Refer to West Edmonton Mall Station boards for options.



BENCHES



GARBAGE BINS



WALLS



PAVING



COLUMN WRAPS



RAILING



West Edmonton Mall Station Options

HAVE YOUR SAY

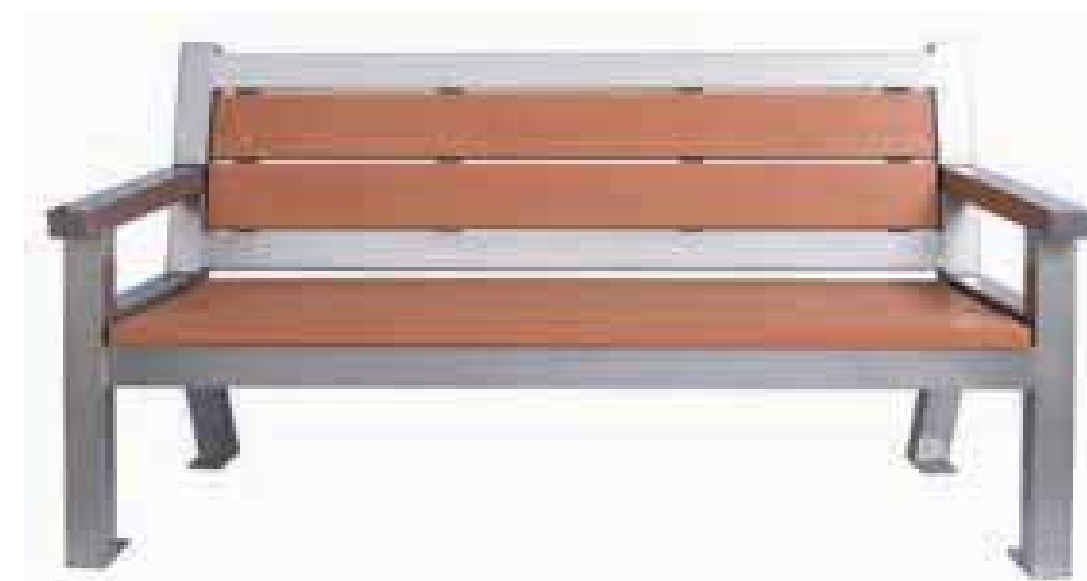
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Have Your Say:

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

BENCHES



GARBAGE BINS



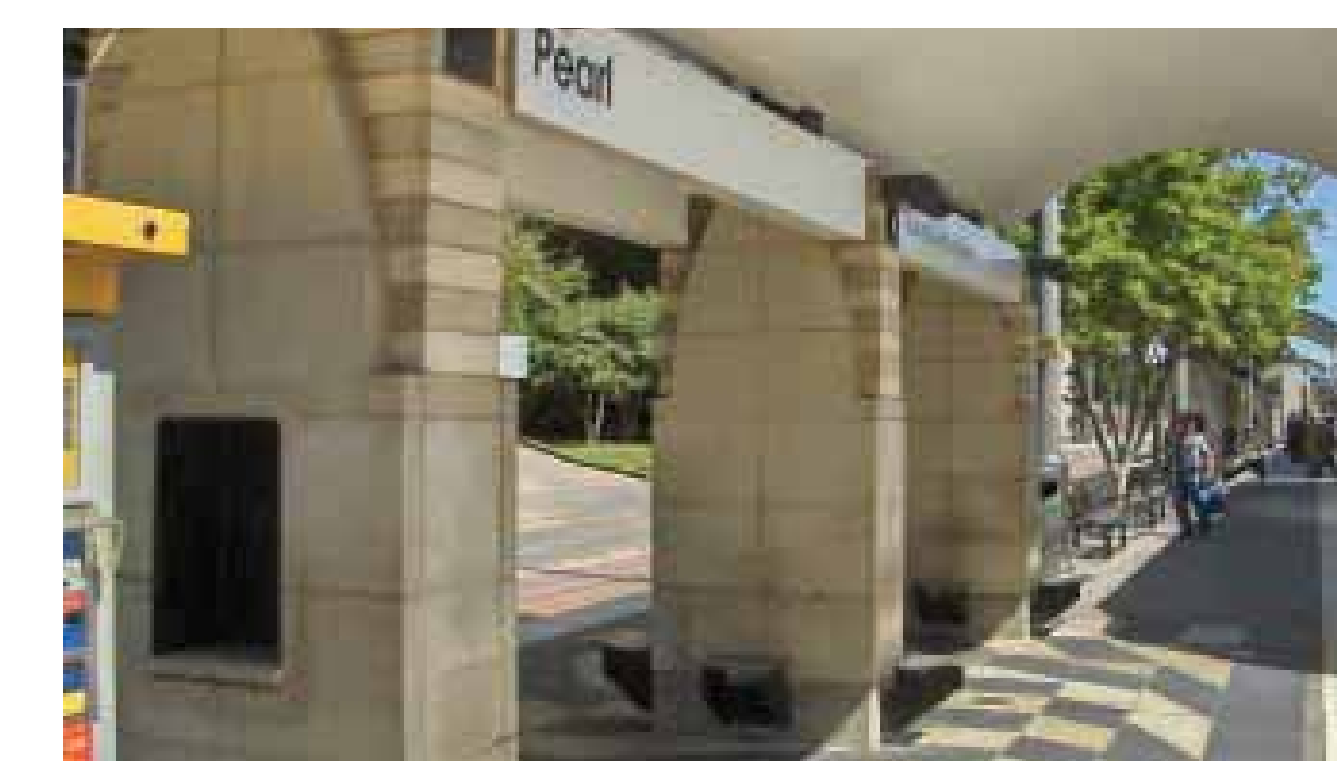
WALLS



PAVING



COLUMN WRAPS



RAILING



182 Street Stop Plan



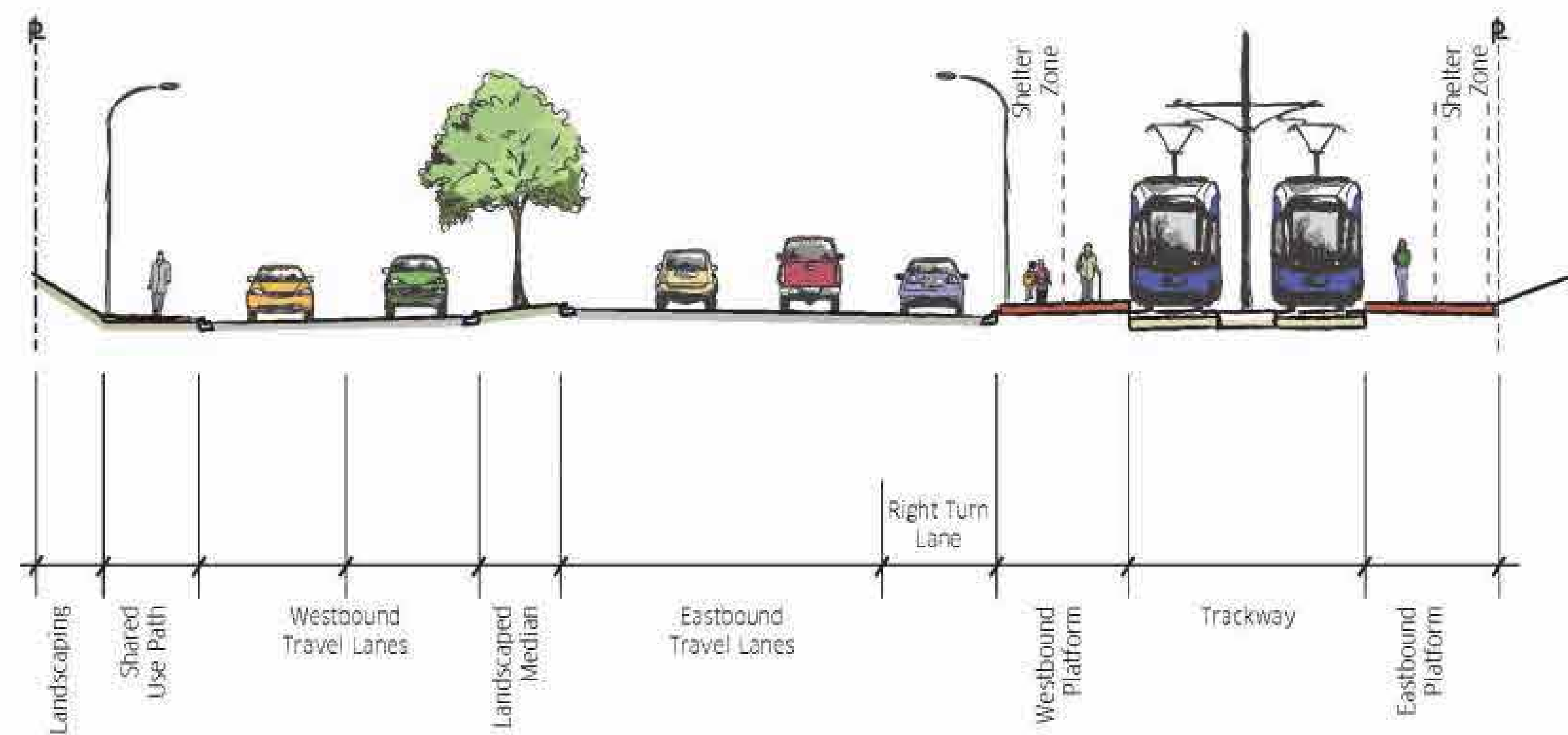
Stop Site Plan

Legend

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

SCALE 1:1750m

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

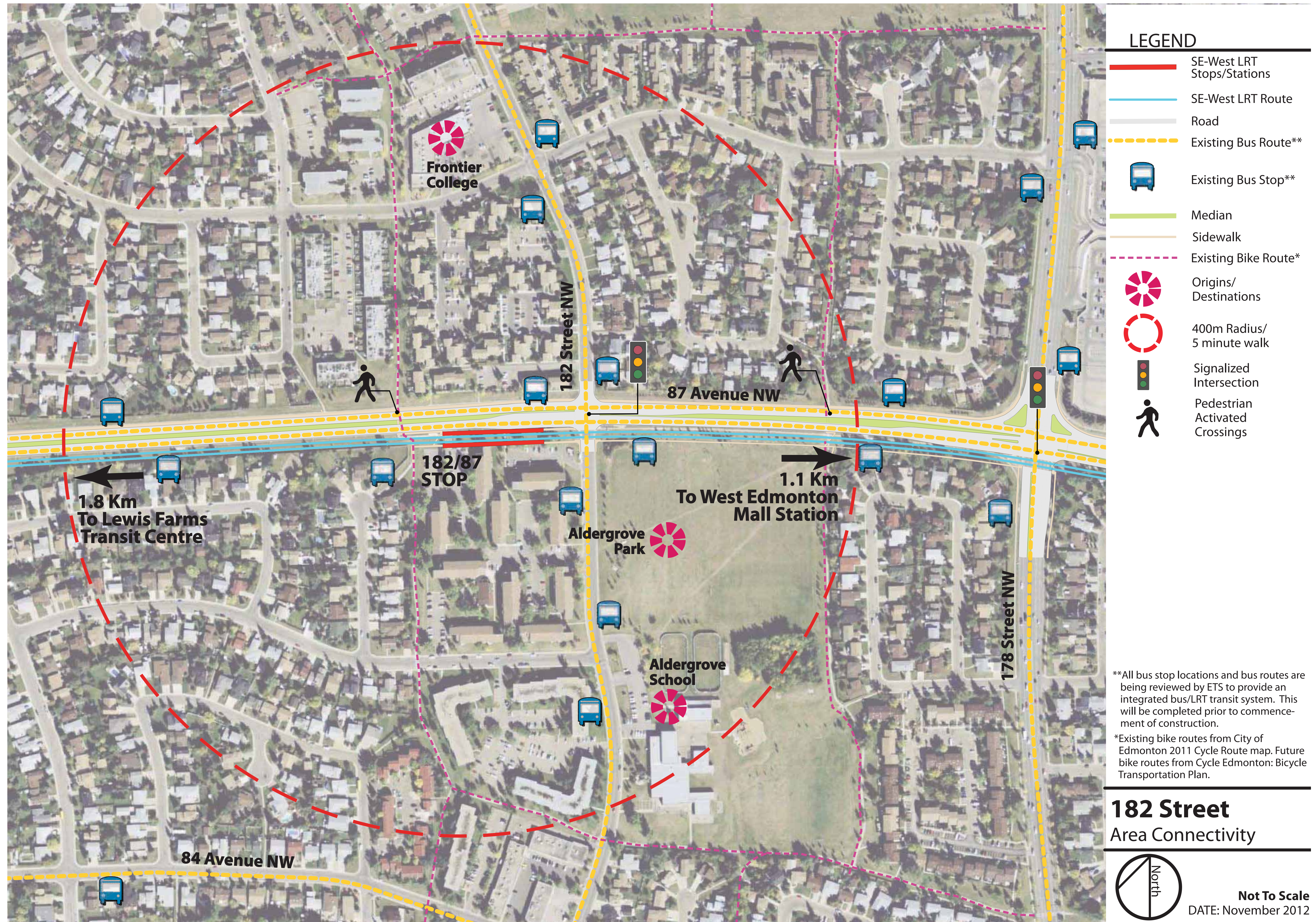
Looking east on 87 Avenue towards 182 Street.



View 1 - Concept Rendering

182 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.

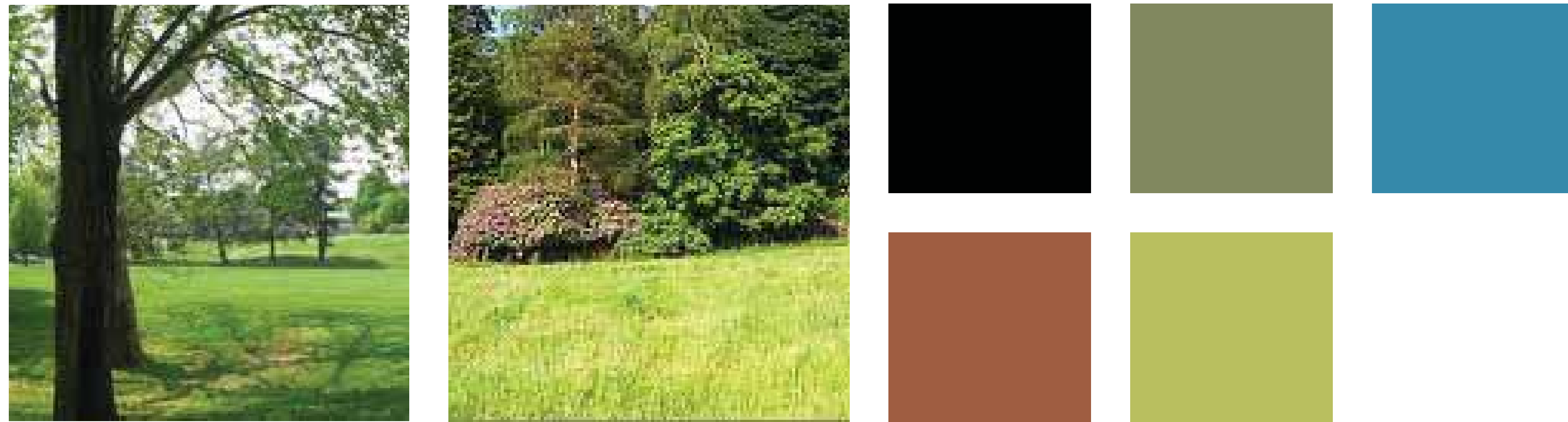
*Existing bike routes from City of Edmonton 2011 Cycle Route map. Future bike routes from Cycle Edmonton: Bicycle Transportation Plan.

182 Street Area Connectivity

North
Not To Scale
DATE: November 2012



182 Street Stop: Theme



Your Stage 2 comments provided direction for this stop theme

“Nature themed.”

“Family friendly, suburban feel.”

Design Theme:
What We Heard from Stage 2



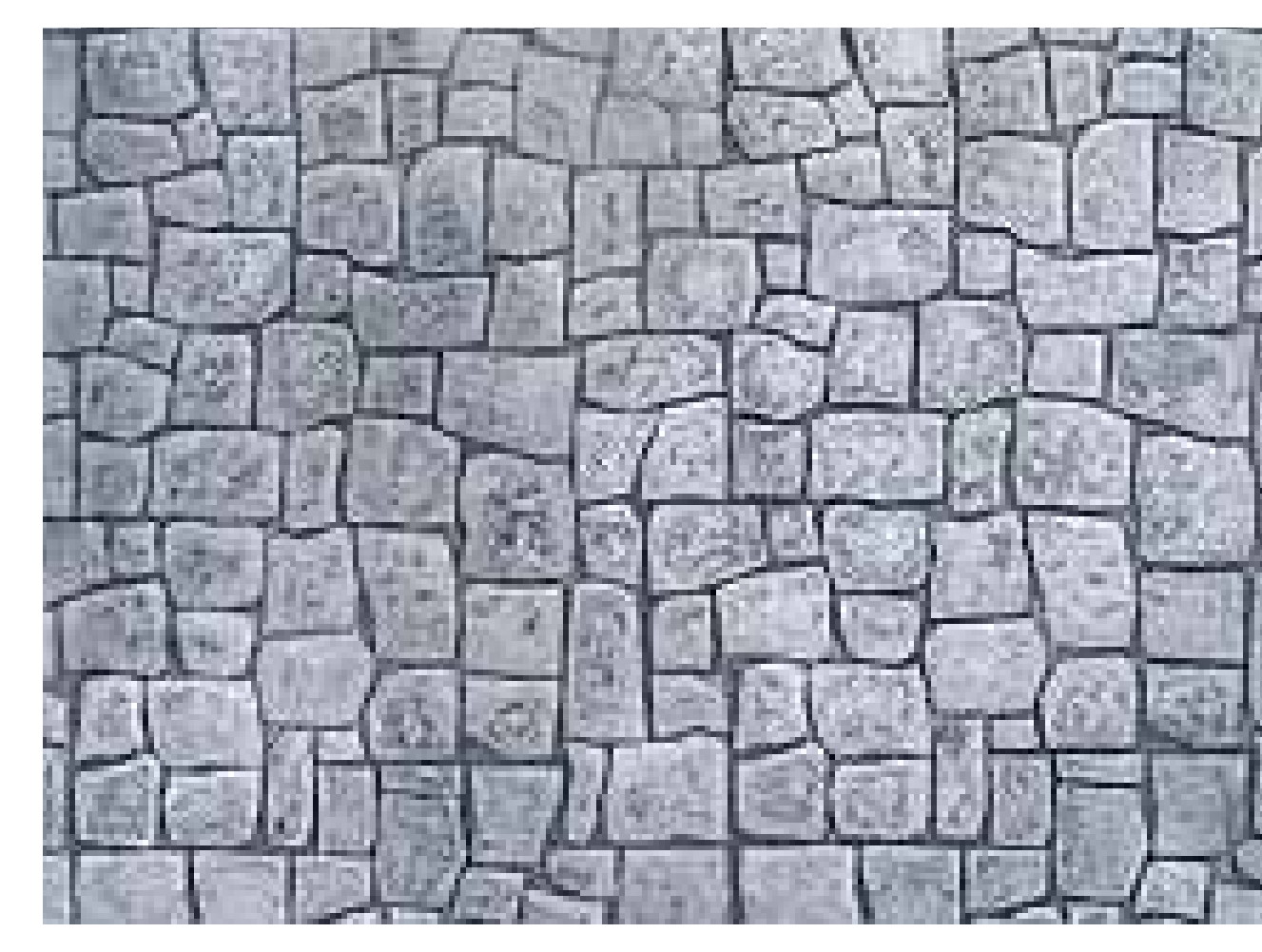
BENCHES



GARBAGE BINS



WALLS



PAVING



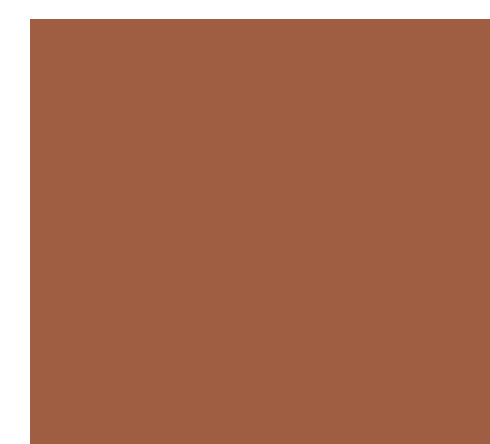
COLUMN WRAPS



RAILING

182 Street Stop Options

HAVE YOUR SAY



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



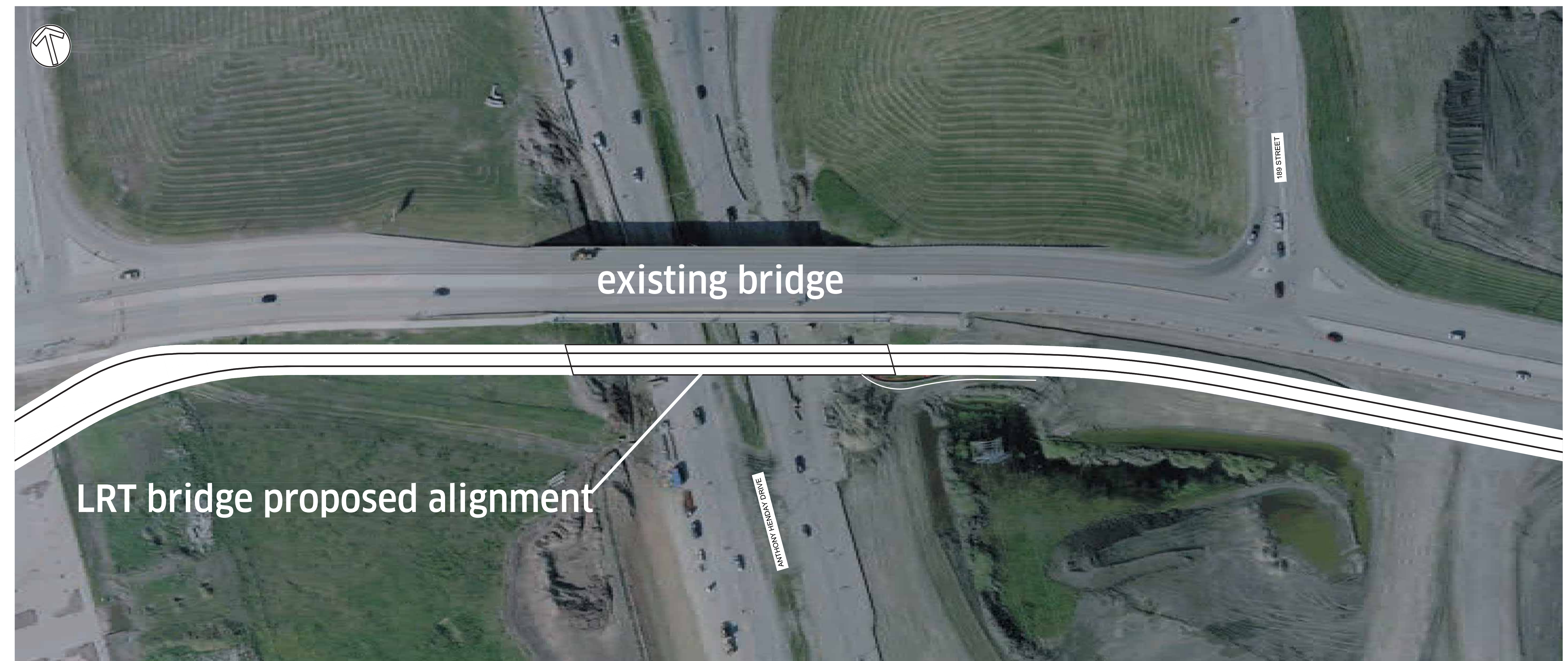
RAILING



Anthony Henday Bridge

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- Only one structure being considered to integrate with existing structures along the Anthony Henday Corridor
- Preliminary design is ongoing



Site plan

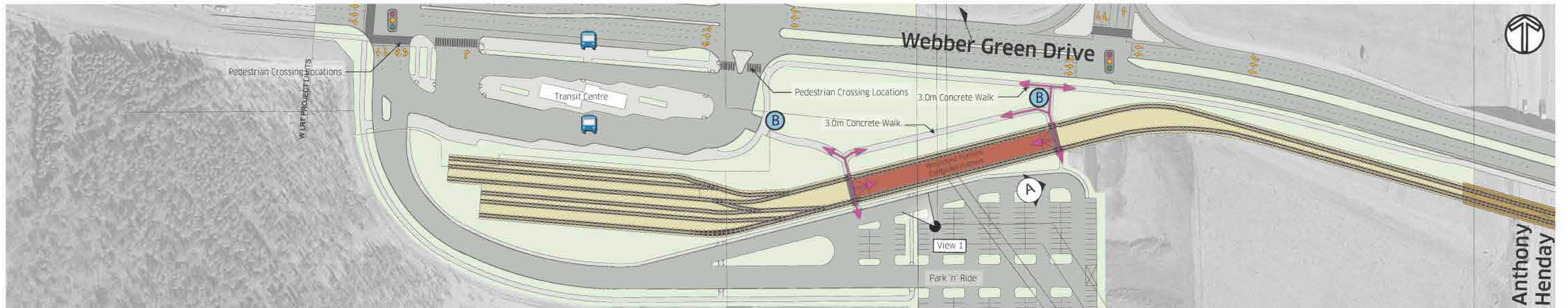


Example of Existing LRT bridge over Whitemud Drive



Existing 87 Avenue bridge over Anthony Henday Drive

Lewis Farms Stop Plan



Stop Site Plan

Legend

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

SCALE 0 7.5 15 22.5 37.5m
1:750m

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 South)

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



View 1 - Existing Condition

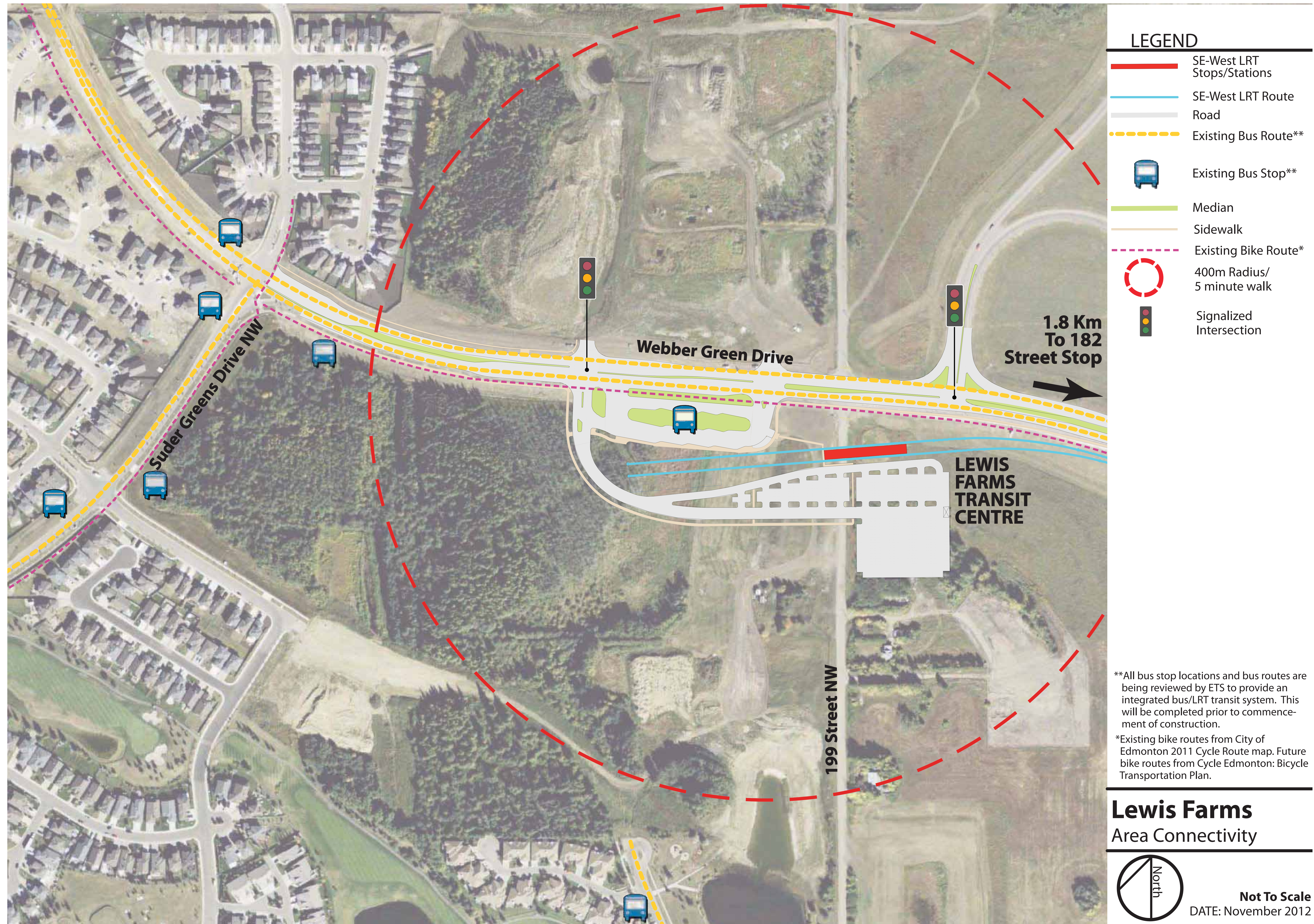
Looking north from existing park and ride lot towards existing transit centre.



View 1 - Concept Rendering

Lewis Farms Stop LRT in your Neighbourhood

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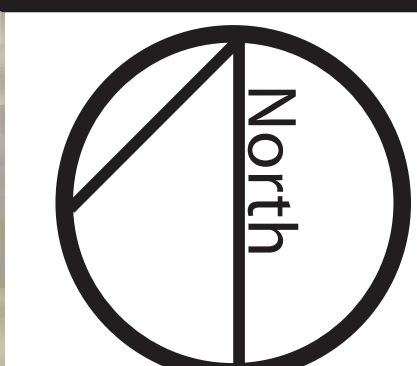


LEGEND	
	SE-West LRT Stops/Stations
	SE-West LRT Route
	Road
	Existing Bus Route**
	Existing Bus Stop**
	Median
	Sidewalk
	Existing Bike Route*
	400m Radius/ 5 minute walk
	Signalized Intersection

**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.

Lewis Farms Area Connectivity



Not To Scale
DATE: November 2012



Lewis Farms Stop: Theme



Your Stage 2 comments provided direction for this stop theme

“Farms theme.”

“Unfinished, natural looking.”

Design Theme:
What We Heard from Stage 2



BENCHES



GARBAGE BINS



WALLS



PAVING



COLUMN WRAPS



RAILING

Lewis Farms 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



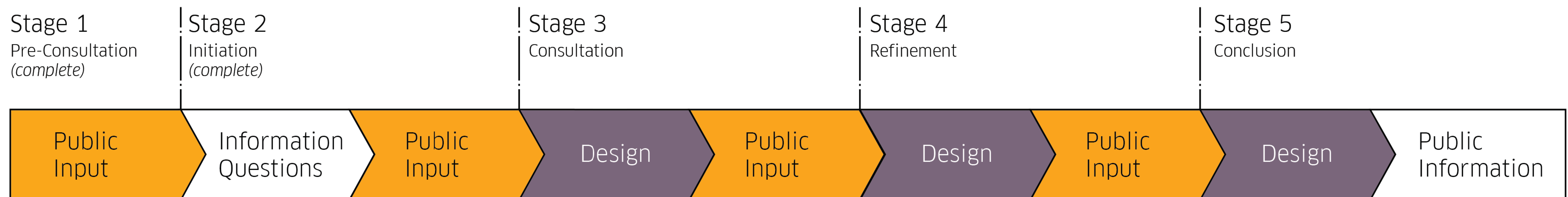
Thank You



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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