



**Downtown LRT Connector
Concept Plan**

www.edmonton.ca/LRTProjects

**Welcome
Consultation Session
August 21, 2011**



Agenda

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- Welcome
 - Translation services
 - Welcome comments
 - Agenda review
 - Meeting purpose
 - Roles & responsibilities
- Workshop #1: what we learned
- Context: what is low-floor LRT?
- Building LRT options activity
- Small group reports
- Next steps



Meeting Purpose

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- Re-engage with the local community/property owners (102 Ave./102A Ave. b/w 95 St. and 97 St.)
 - Focus on the study area & relevant options
- Expand our understanding of local concerns & opportunities
- Collectively develop four LRT options (within the study area) for further analysis



Roles & Responsibilities

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- Role of the facilitator
 - Lead the meeting
 - Keep team on schedule
 - Keep the team focused
 - Manage the parking lot
 - Ensure broad participation
 - Achieve the goals of the meeting



Roles & Responsibilities

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- Role of all active participants
 - Focus on the task
 - Be open, honest, & respectful of various opinions
 - Consider the variety of potential stakeholders (outside of this room)
 - Be open to new ideas & options
 - Focus on the creation of options (not just what we individually think is ‘the right answer’)

West LRT Downtown Connection Southeast LRT





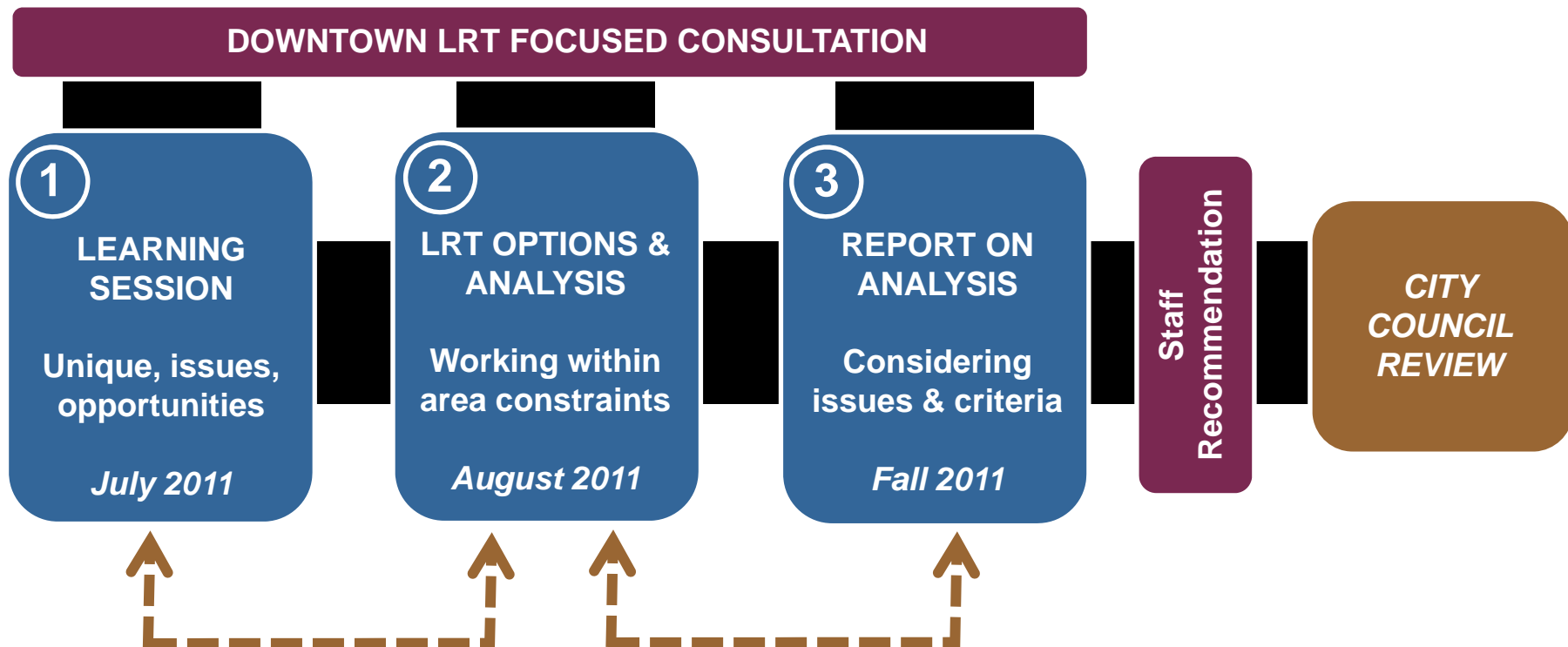
Project Status

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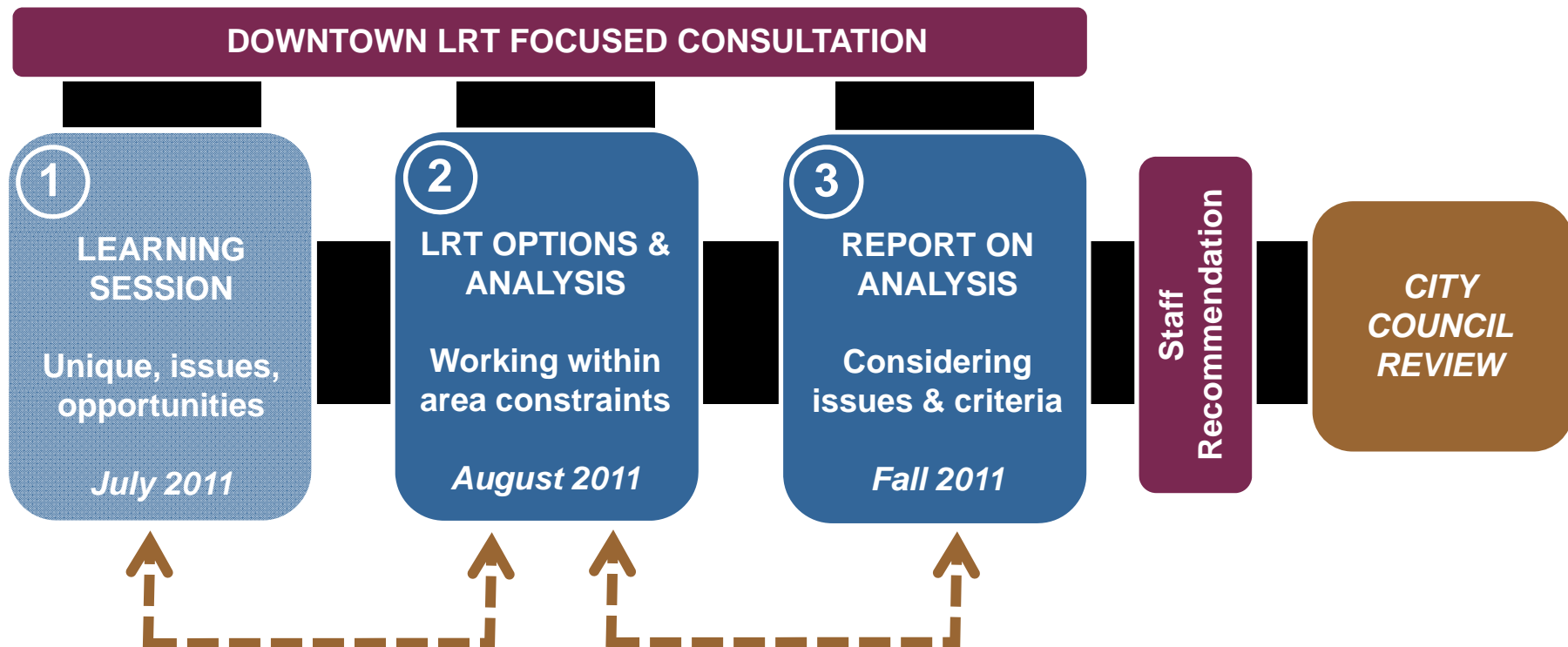
Focused Consultation

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Focused Consultation

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Workshop #1: What We Learned

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Importance of the China Gate's historic & cultural significance

Critical community & cultural identification of 102 Avenue area (core of the Chinese community)

Importance of 102 Avenue carrying many pedestrians, buses, & traffic

Less activity & multiple vacant lots along 102A Avenue

Underground LRT option mitigates potential negative impacts

Benefits of more development & activity to draw new people

Critical importance of emergency access

Importance of vehicular access & parking

Importance of the pedestrian realm & mid block crossings (seniors & local businesses)

Simple Stations/Low Platforms

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Dublin, IR



Montpellier, FR

Low Floor LRT Trains

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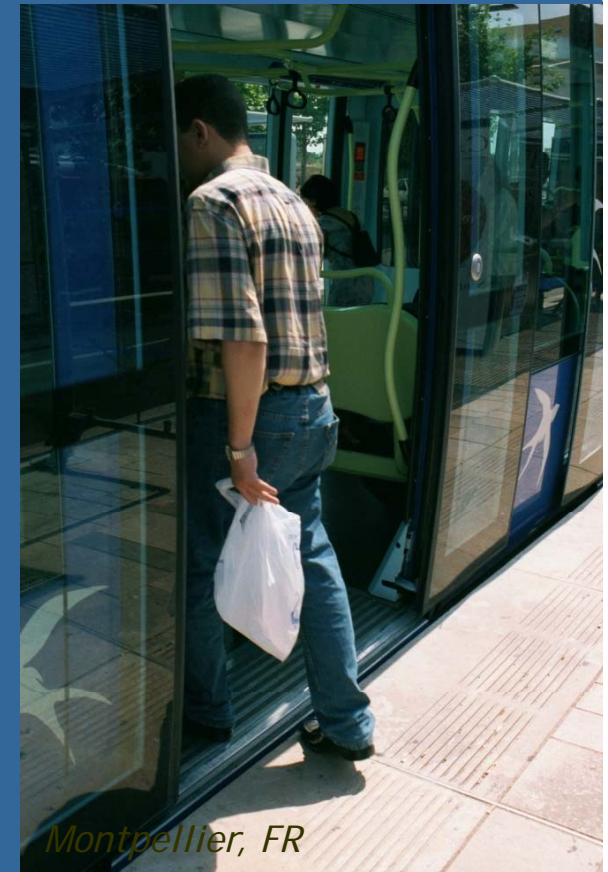
Montpellier, FR



Montpellier, FR



Montpellier, FR



Montpellier, FR

Integrated Into Streets

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Lyon, FR



Seattle, US

Integrated Into Communities

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Minneapolis, US



Strasbourg, FR



Lyon, FR



Montpellier, FR



Amsterdam, NL

Limited Barriers

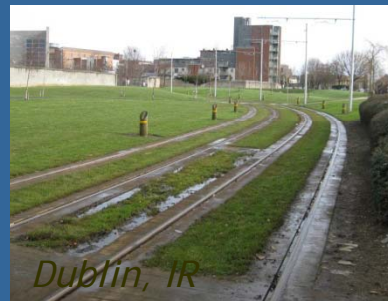
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Lyon, FR



Istanbul, TR



Dublin, IR



Amsterdam, NL



Dublin, IR

Design Reflecting the Community

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Houston, US



Portland, US



Denver, US



Portland, US



Montpellier, FR



Portland, US



Phoenix, US

What is Low-Floor LRT

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Montpellier, FR

Riding the Low-Floor LRT

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Montpellier, FR



Building LRT Options Activity

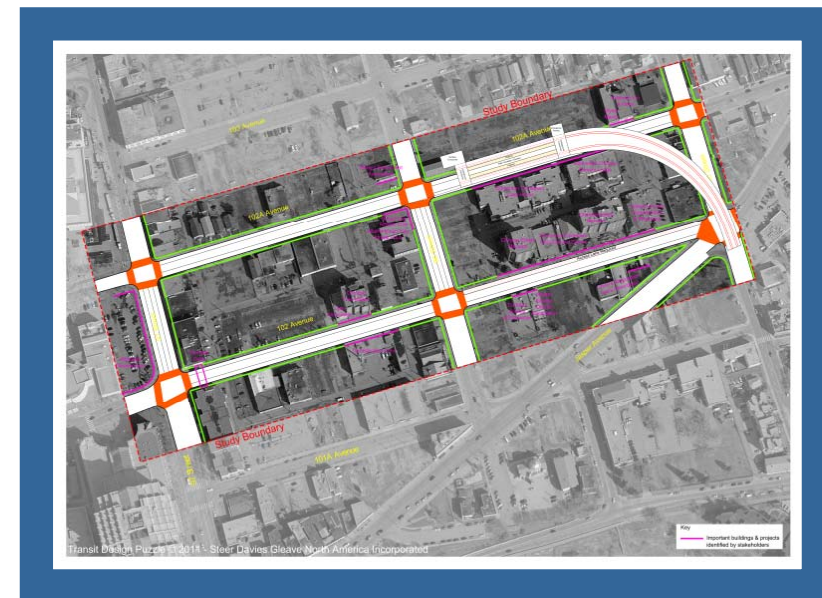
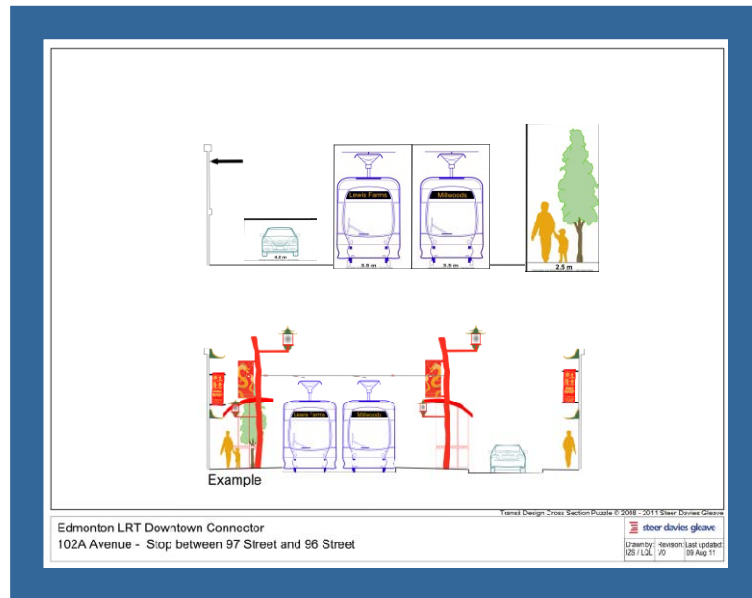
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- Each group is led by a team facilitator
- Collaboratively design four potential LRT options
 - 102A Surface LRT
 - 102A Sub-surface LRT
 - 102 Surface LRT
 - 102 Sub-surface LRT
- Its 'ok' if you do not support either the 102 or 102A options
- Participate in creating all four design options
 - Each will be evaluated in the next stage
- Embrace the opportunity to understand the options, constraints & to identify potential mitigation measures
- Have fun designing the options

Help and Facilitation

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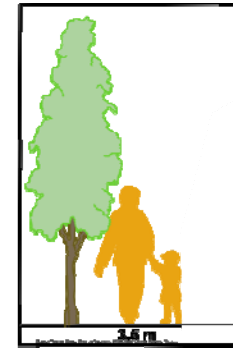
- Your facilitator will aid your table in developing designs
- Materials:
 - Study area map/aerial
 - Cross section (photo view)
 - Track pieces (map view)



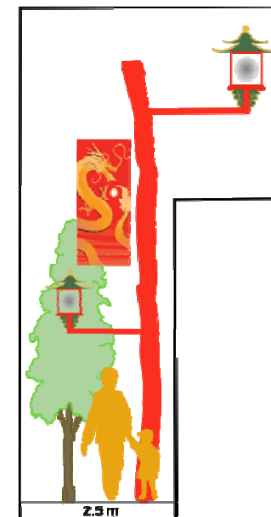
Puzzle Pieces

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- Pieces are sized accurately
- Combine the pieces to develop various options
- Your facilitator is here to help
- Please ask questions
- These are not the proposed design
- *'You create the design'*



Typical Street



*Reinforce
Cultural
Identity*

Puzzle Map Details

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- General property boundary
- Important resources
- Pedestrian crossings
- Study area





Options Development

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Option 1 – Surface LRT 102A Ave. (25 minutes)

Surface Track Construction

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- Surface track – One construction cycle
- Greater opportunity to maintain business/local access during construction





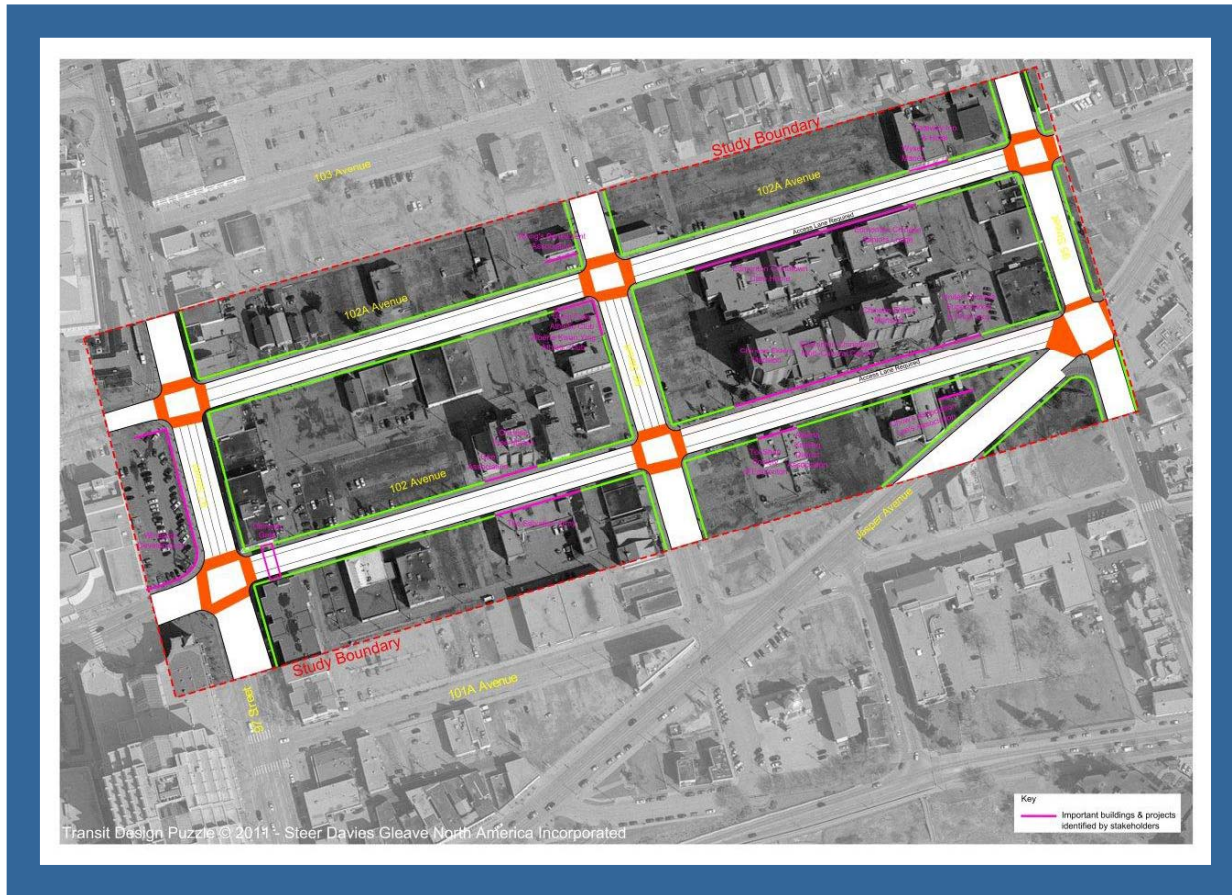
Option 1 – Design Requirements

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Track width

Dedicated
LRT
alignment

Portal



Curves

Platform size

Cost

Traffic lane



Options Development

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Option 2 – Underground LRT 102A Ave. (20 minutes)

Underground Station Construction

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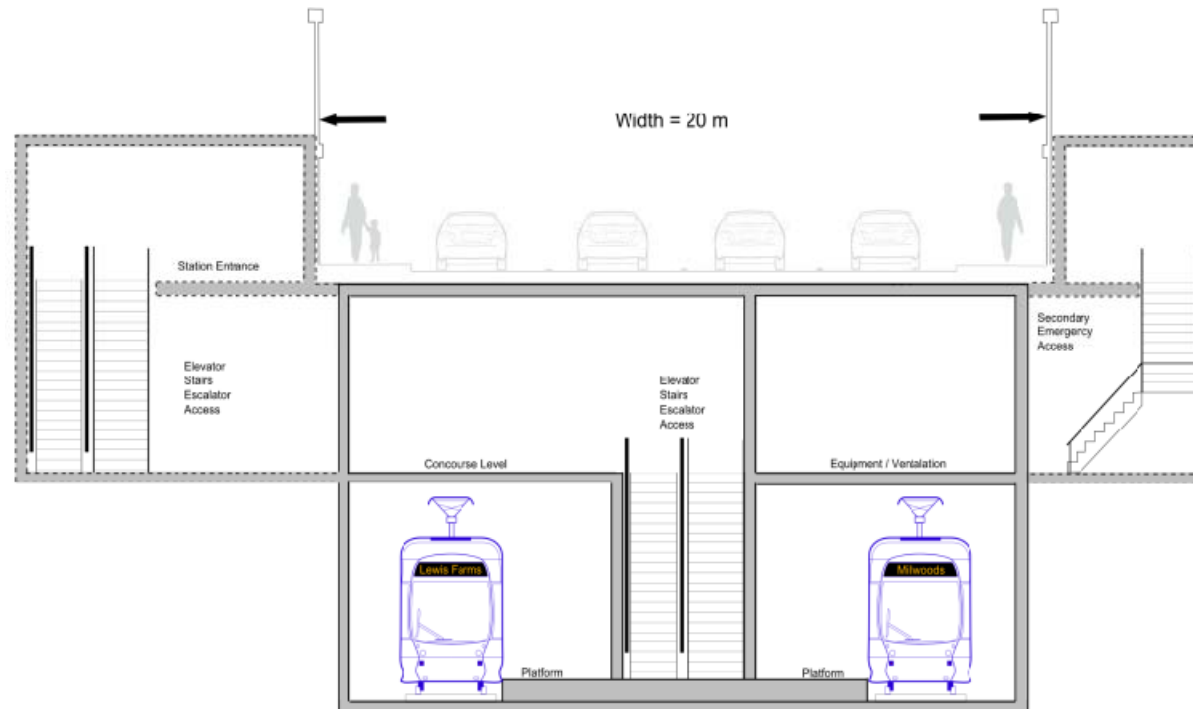
- Canada Line – Vancouver City Centre – 2.5 year construction
- Impacts only mitigated following construction



Underground Station Option

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- Capital Cost - 10 times surface station & increases operating costs



Option 2 – Design Requirements

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- 102 or 103 Avenues
- Cross 97 St. on surface
- Dedicated LRT alignment
- Portal



- Curves
- Underground station size (optional)
- Platform size
- Cost
- Track width
- Traffic lane



Options Development

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Option 3 – Surface LRT 102 Ave. (25 minutes)

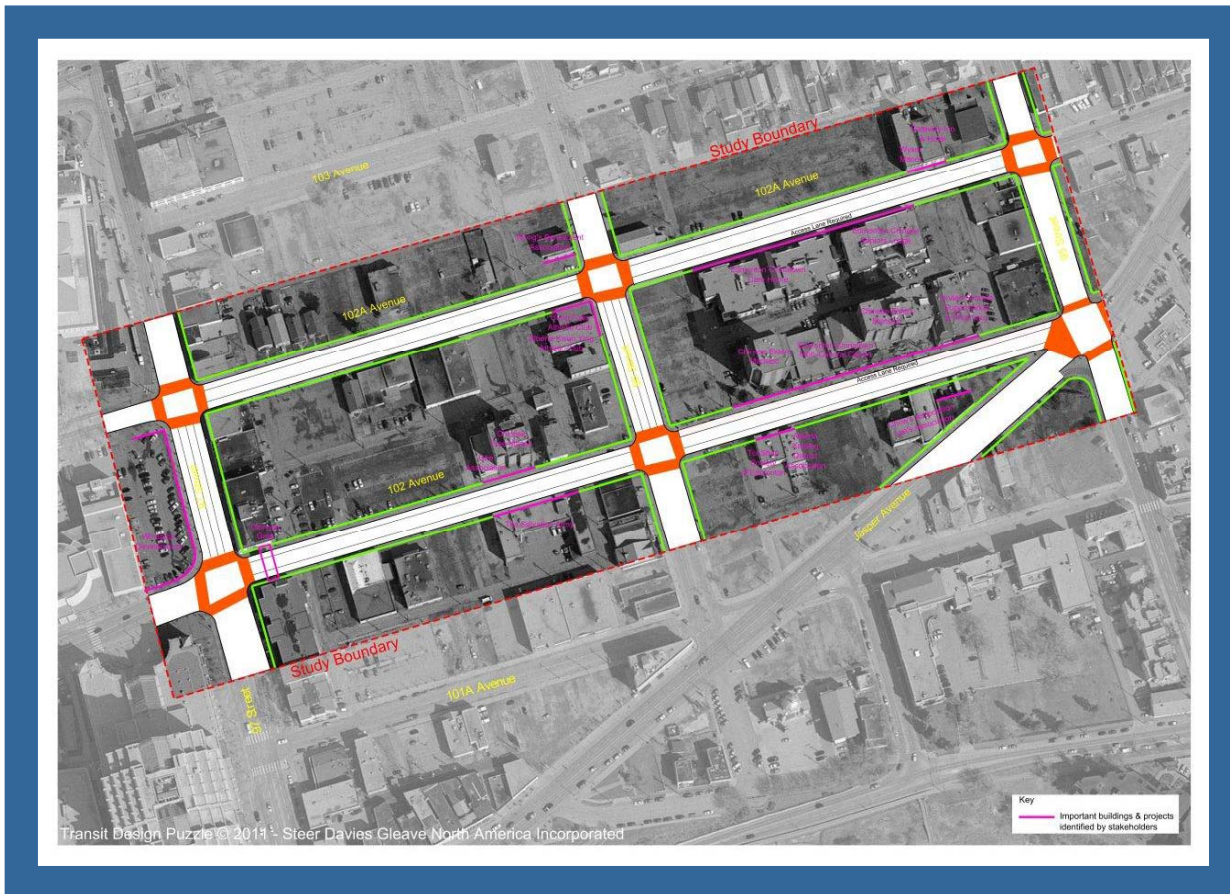
Option 3 – Design Requirements

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Dedicated
LRT
alignment

Track
width

Traffic lane



Curves

95 Portal

Platform size

Cost

Portal



Options Development

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Option 4 – Underground LRT 102 Ave. (20 minutes)

Option 4 – Design Requirements

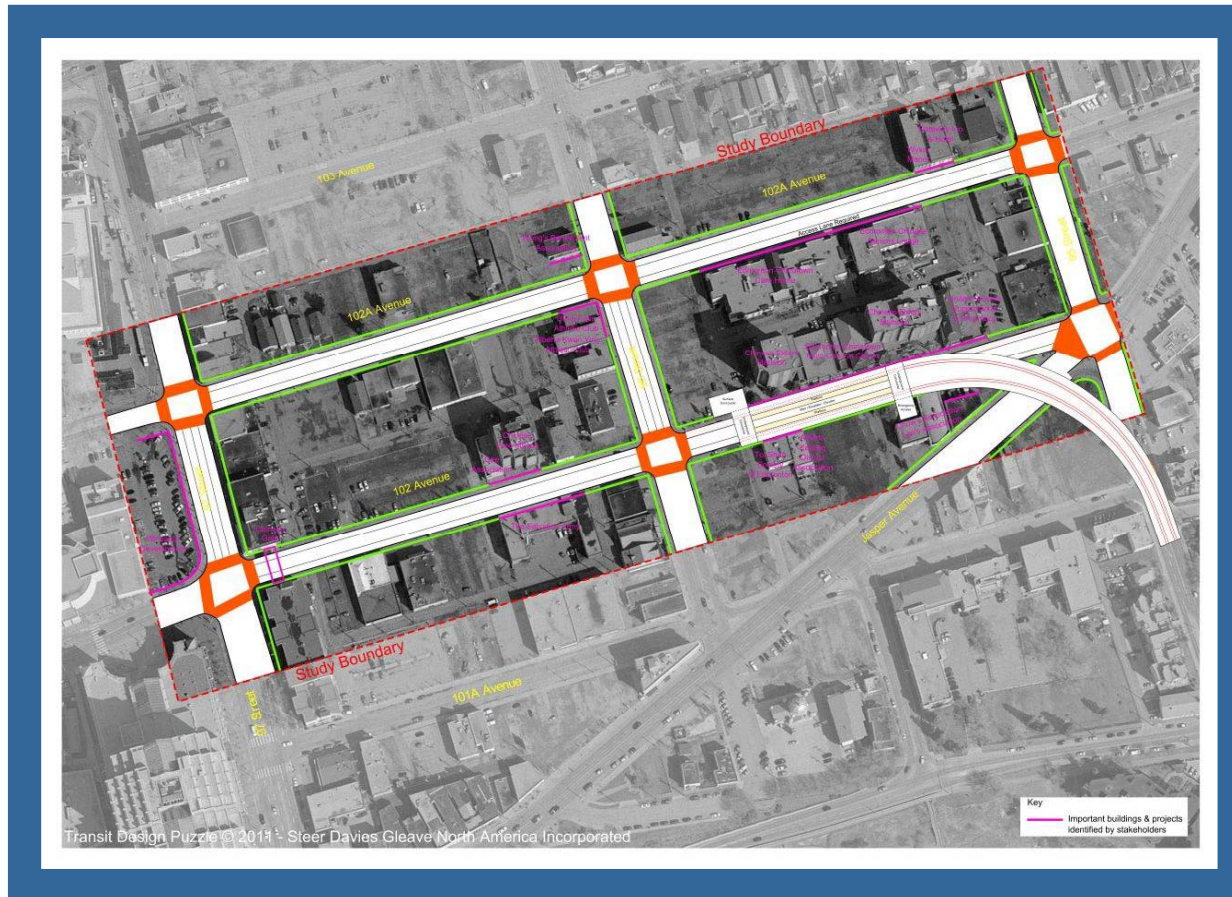
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102 or 103
Avenues

Dedicated
LRT
alignment

Cross 97 St.
on surface

Portal



Curves

Underground
station size
(optional)

Platform size

Cost

Track width

Traffic lane



Small Group Reports

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Table Reports ***(45 minutes)***



Next Steps

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- The options developed by each table will be refined & common themes identified
- Four composite options will be developed
- These options will be reviewed against City Council's evaluation criteria
- The results will be reported back at our final session
 - Administration will present the recommended option
- Your comments on the recommended option will be provided to Transportation Infrastructure Committee
- You will have the opportunity to provide your views to Transportation Infrastructure Committee



Capital City Downtown Plan Criteria

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Category

LRT Alignment

Catchment

Land Use Integration

Transportation Network Integration

Urban Design

Urban Form



Council Approved Criteria Categories

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Category

Land Use/Promoting Compact Urban Form

Movement of People/Goods

Feasibility/Constructability

Parks, River Valley, and Ravine System

Social Environment

Natural Environment



Council Approved Evaluation Criteria

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Land Use / Promoting Compact Urban Form

Catchment

- Transit integration
- Population within 400m
- Employment within 400m
- Student population within 400m
- Future population
- Future employment

Land Use Integration

- "Number of activity centres (employment, theatres, colleges, residences, shopping, etc.)"
- Supportive of TMP, MDP and CCDP
- Housing density
- Zoning
- Development proposals
- Vacant land

Urban Design

- Opportunities for improved streetscape, boundary treatment, landscaping, planting, trees
- "Community identity through the linking of CCDP-designated zones or neighbourhoods"
- Ability to facilitate TOD
- Impetus for redevelopment
- Facilitation of increased density/mixed use development



Council Approved Evaluation Criteria

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Movement of People / Goods

Transportation Network Integration

- ROW within street
- Transit ridership
- Integration with transit
- Integration with cycles
- Integration with pedestrians
- Transit network impacts
- Road network impacts

Feasibility / Constructability

LRT Alignment

- Capital cost
- Operating cost
- Grade separation
- Impact on bus services
- Cost per rider
- Route length
- Grade crossings (intersections)
- Number of stops
- Average stop spacing
- Connections to future Routes



Council Approved Evaluation Criteria

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Social Environment

Property Impacts

- Property and land impacts
- Heritage building impacts
- Cultural / heritage sites adjacent to route

Urban Form

- "Could neighbourhood impacts be avoided, minimized, or mitigated; or are they irresolvable?"
- Creation of physical barriers or severance
- Noise and vibration impacts

Catchment

- Employment generated
- Student population within 400m
- Lower income / no car / seniors within 400m



Council Approved Evaluation Criteria

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Parks / River Valley & Ravine System

Urban Design

- Opportunities for improved streetscape, boundary treatment, landscaping, planting, trees
- Impacts on parks/open space

Natural Environment

Not Applicable

- Impact on riparian habitat
- Stream / rivers crossed
- Consistent with regulations governing natural areas
- Area disturbed during construction

Underground Station Option

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- Canada Line – Vancouver City Centre – 2.5 year construction
- Impacts only mitigated following construction



China Gate Option

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- Gate higher than the LRT wires
- China Gate continues to serve as the 'entry' to the community





Next Steps

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- Wrap up meeting accomplishments
- Next meeting: early October (details TBD)
- Next meeting topics & expectations
- Closing comments



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Concept Plan**

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Thank You!