

Concept Planning Study Northwest LRT (NAIT to NW City Limits) September 26, 2012



- Meeting Purpose
- LRT Planning: Project Background
- Urban Style LRT
- Public Involvement: What We Heard
- Proposed Draft concept: Stations and Alignment
- Next Steps
- Question and Answer



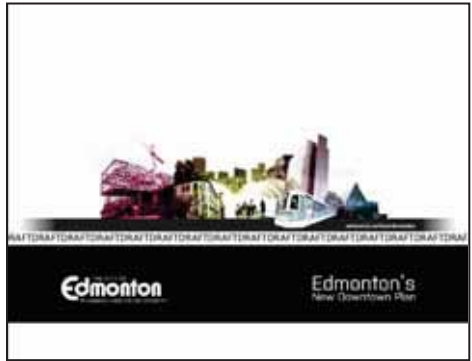
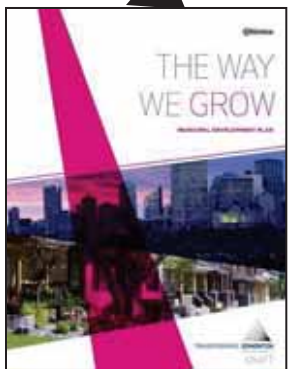
MEETING PURPOSE

Our Commitment to You

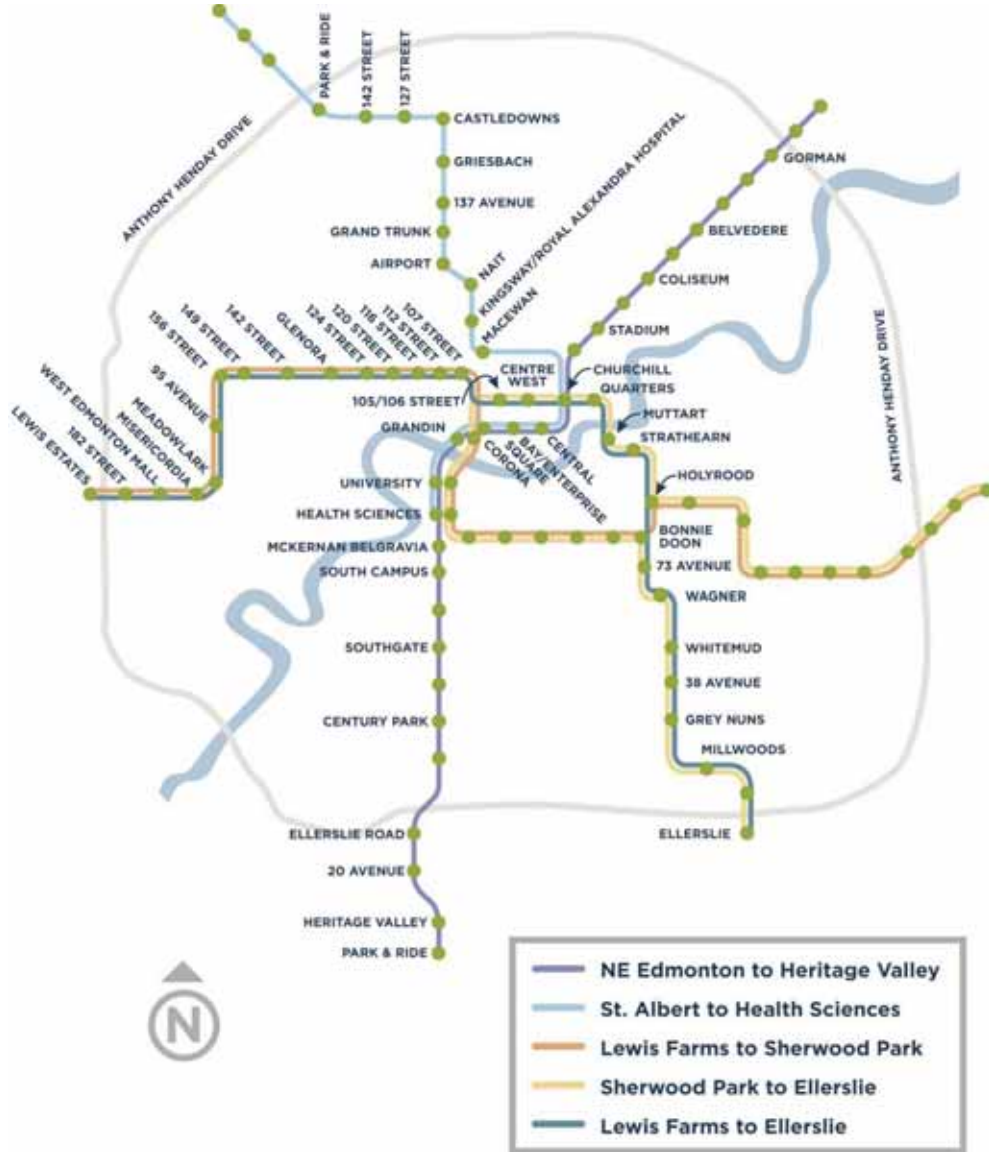
- To provide you with information about the NW LRT proposed draft concept
- Make you an informed commenter
- Listen to your thoughts and comments
- Answer questions and clarify information so you are as informed as possible moving forward to the City Council review

Basis for LRT

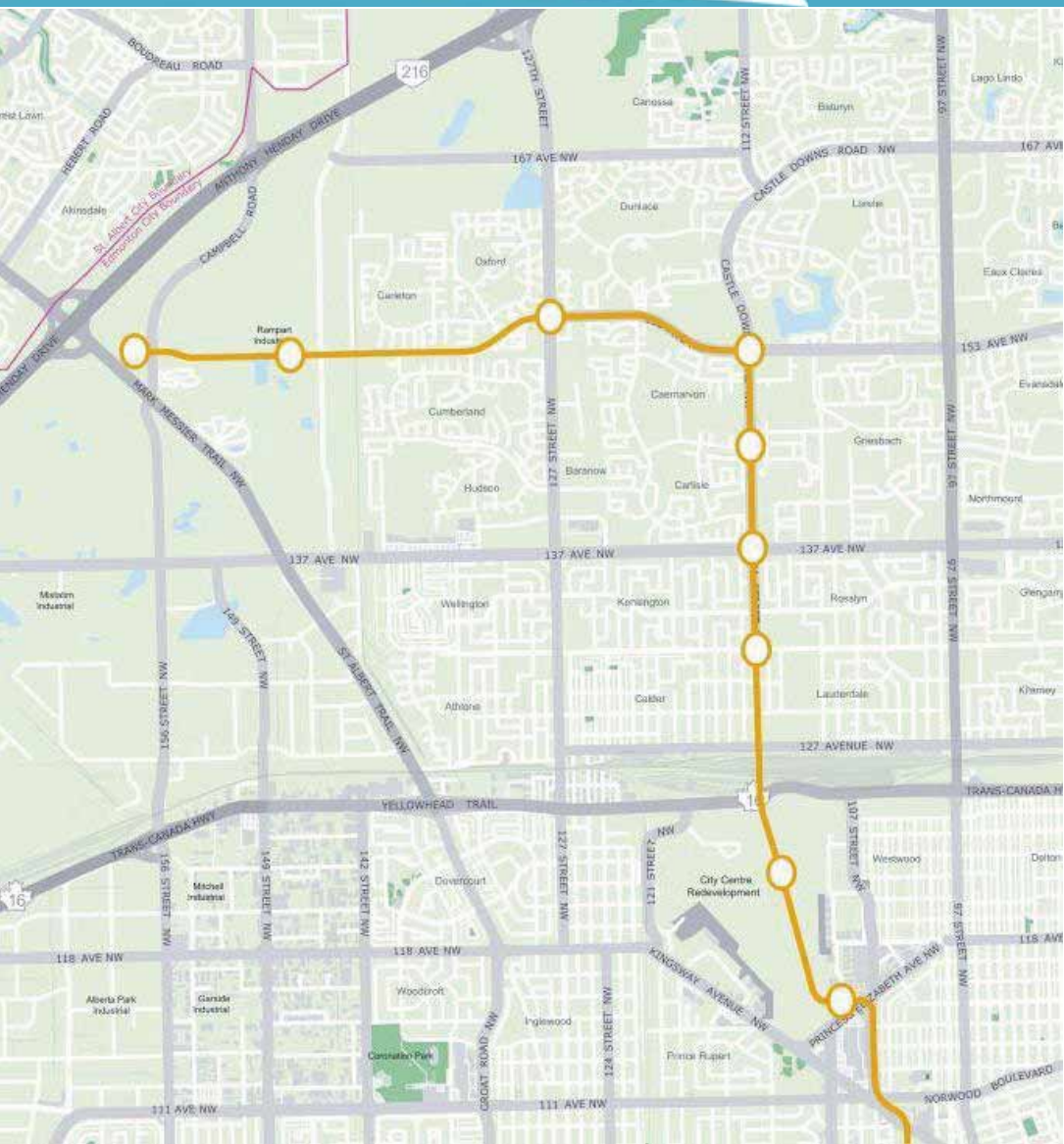
“The City will pursue expansion of the LRT to all sectors of the city with a goal to increase transit ridership and transit mode split, and spur the development of compact, urban communities.”



LRT Network Assessment



Approved Corridor



LRT Corridor
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
- Potentially 9 stations
- Existing Edmonton style high floor vehicle (extension of existing line)
- Anticipated travel time from Campbell Road P&R
 - 30 minutes to downtown
 - 40 minutes to University
- Urban style design

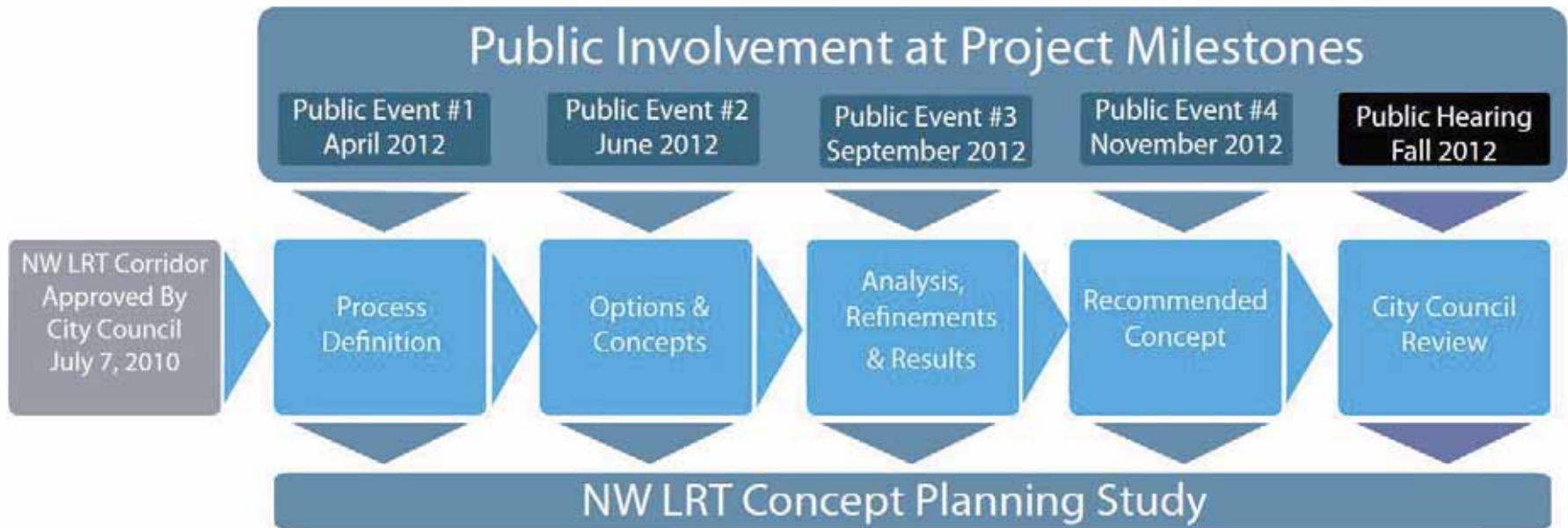


Where We Are Now

- Corridor approved in July 2010
- 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



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

Key Themes

- Minimize traffic impacts
- Minimize noise impacts
- Cost
 - Edmonton taxpayers
 - City of St. Albert contribution
- No station required at 121 Street
- Preserve and fence dog park
- Timing - eagerness to proceed

- Station locations
 - Provide easy access to LRT for residents
 - Provide easy access for LRT users to reach destinations
 - Locate stations where there is available land—avoid property impacts
- Alignment
 - Optimize passenger access into LRT stations
 - Ensure space for pedestrians and cyclists
 - Preserve trees and landscaping

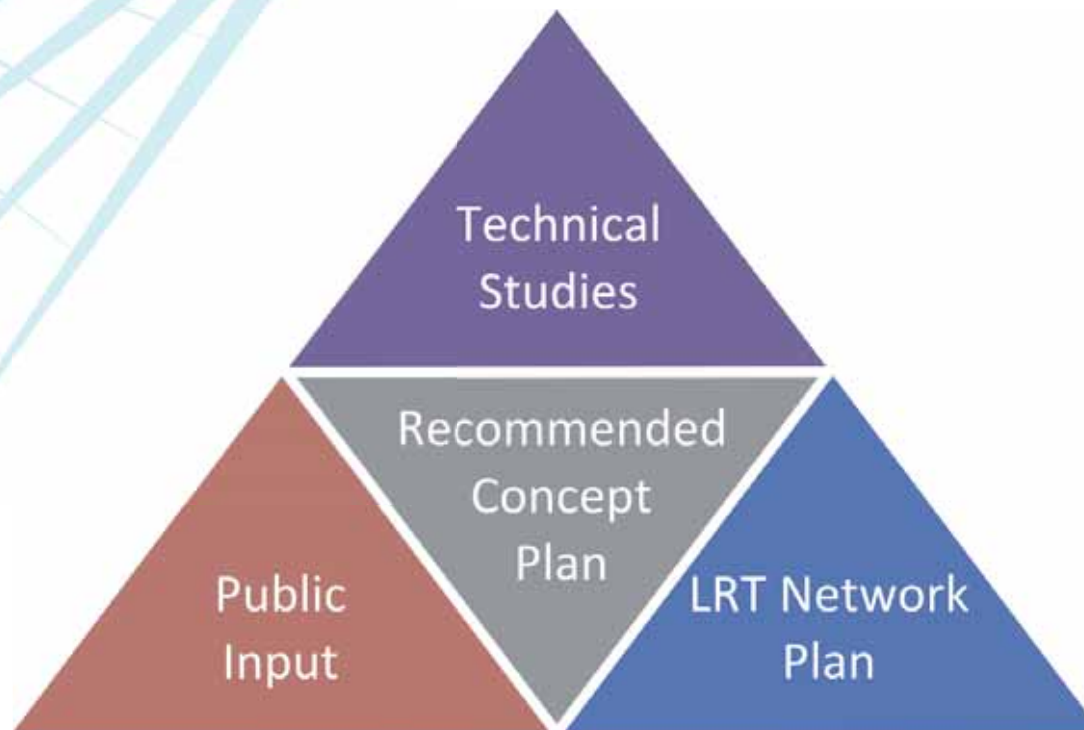
Key Concerns

- Through traffic/neighbourhood traffic
- Loss of frontage access
- Noise (need for sound barriers, landscaping)
- Proximity of tracks to housing
- Loss of trees and landscaping

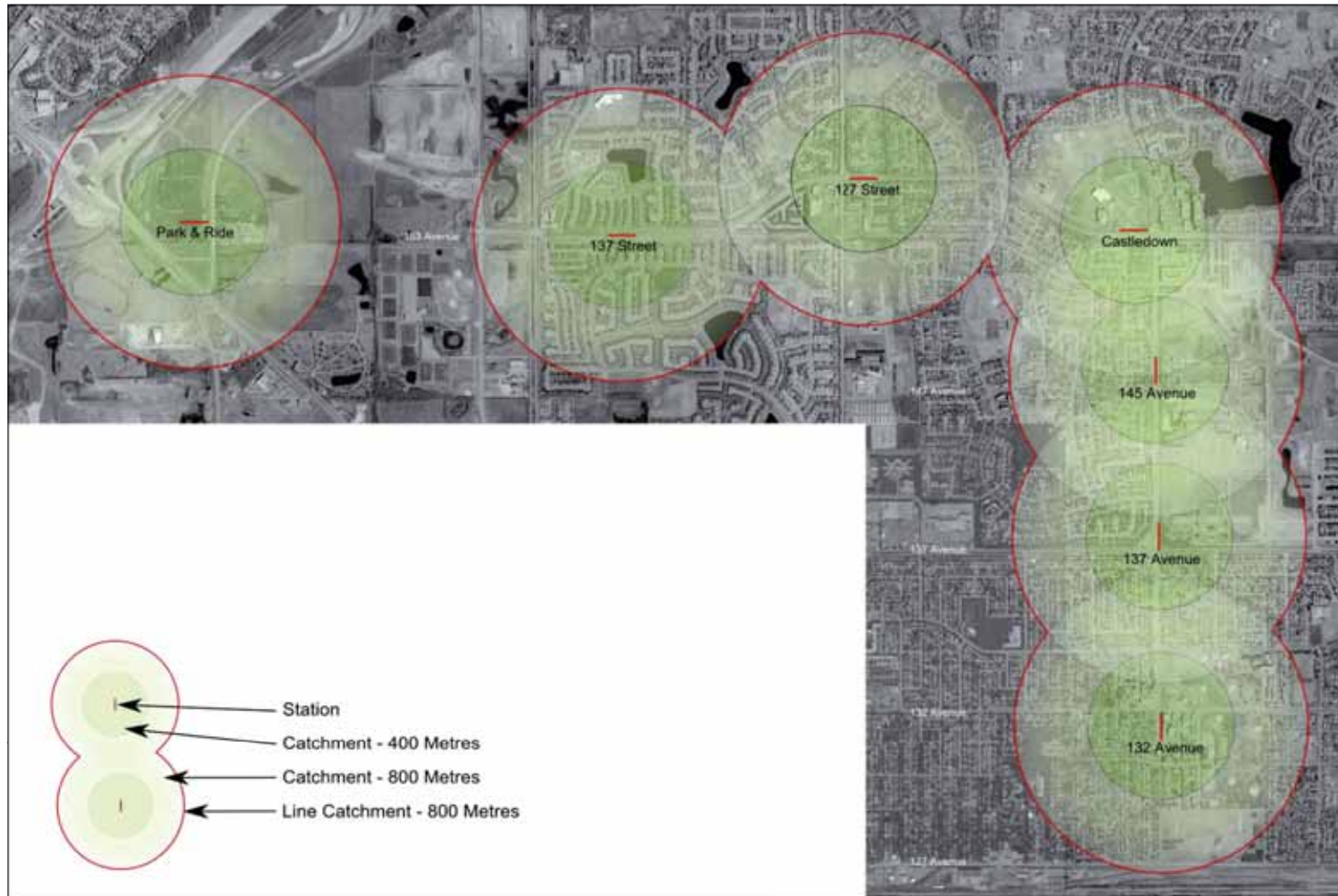
- 113 A Street alignment
 - Conflicting views on option to acquire properties along east side between 129 and 130 Avenues
 - Support for need to minimize impact to traffic
- 153 Avenue alignment
 - Residents both north and south of roadway concerned about potential impacts
 - noise, safety and security, neighbourhood access, traffic congestion and loss of green space

PROPOSED DRAFT CONCEPT: STATIONS AND ALIGNMENT

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

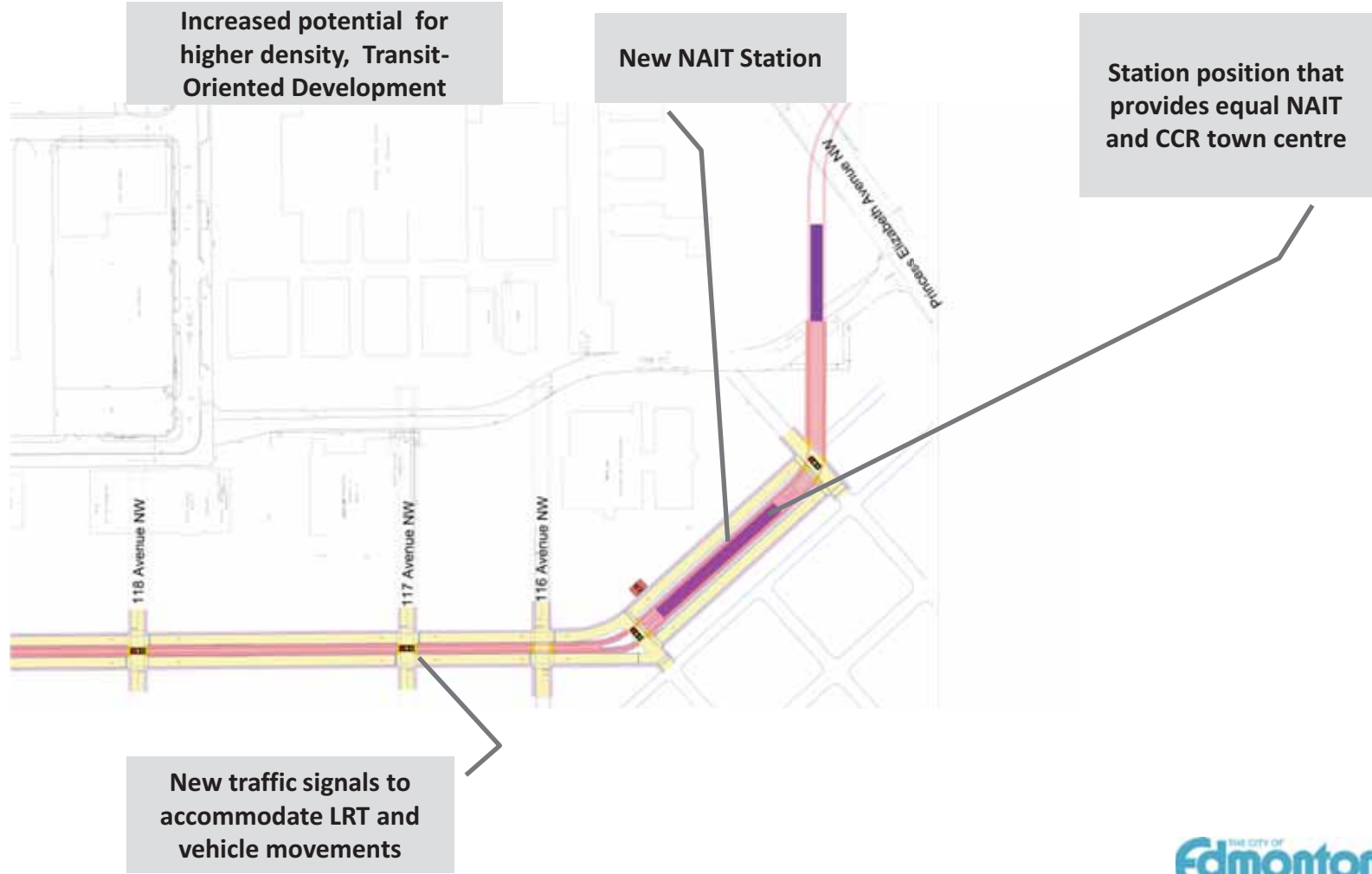


Evaluation - Walk Catchment



Edmonton Northwest LRT
Proposed Station Location - Catchment

CCR South Station



Bridge Over Yellowhead/CN



LRT Bridge

New traffic signal to accommodate LRT and traffic movements



New pedestrian and cyclist connection to downtown

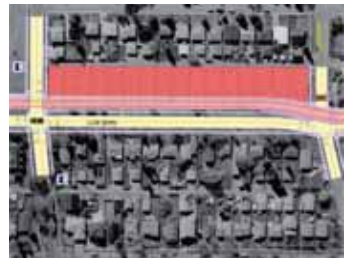
Evaluation - 113A Street

Option 1 – 113A Street

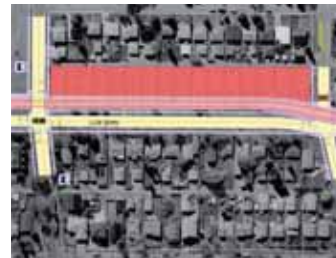


- Retains local traffic
- Retains frontage access
- Increased segregation of LRT

Option 2 – 113A Street



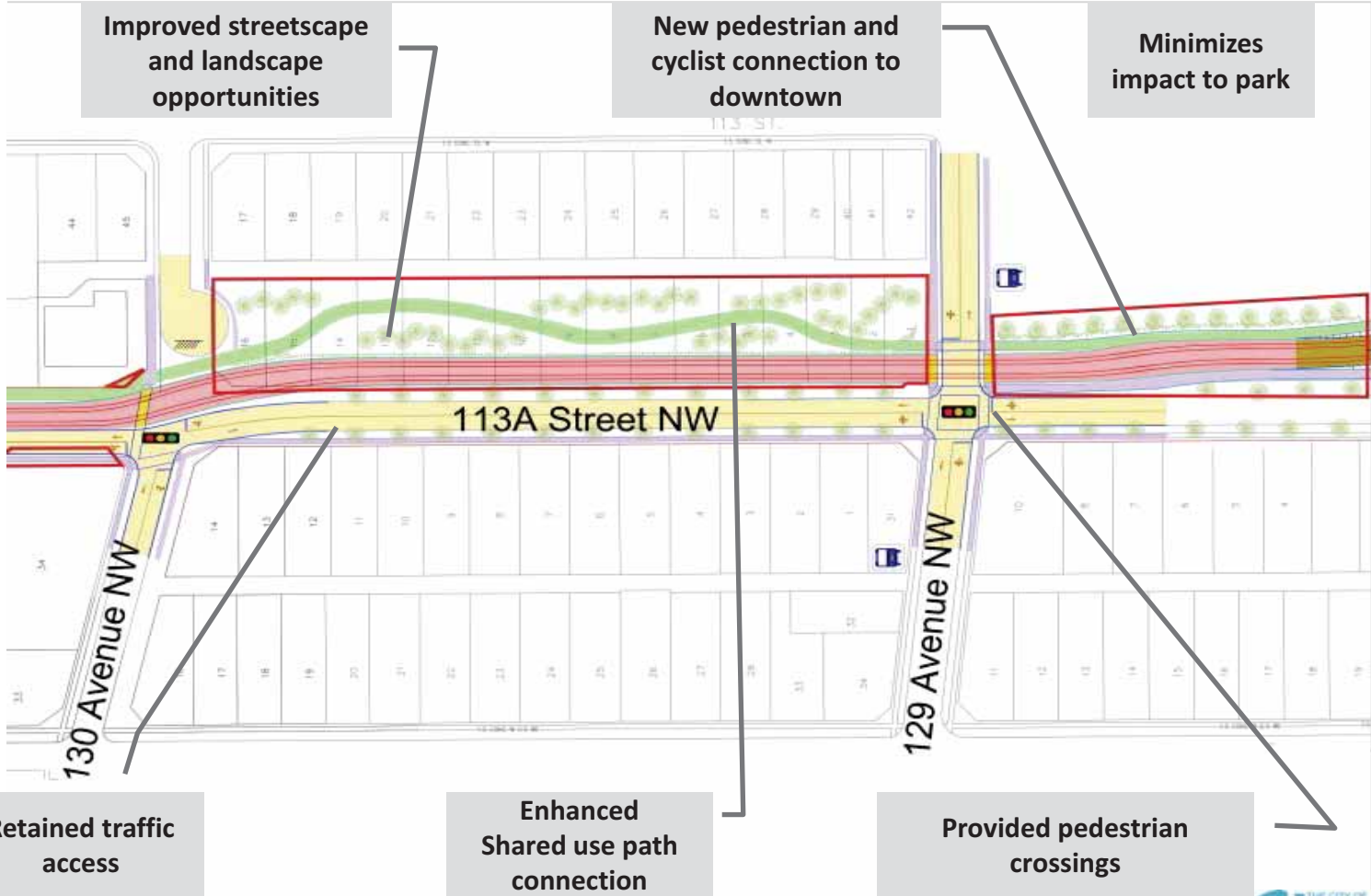
- Mitigates impact on street trees
- Improves bicycle and pedestrian accessibility
- Provides space for shared use path
- Impacts property



Option Development

- Fence and planting proposed along edge of Grand Trunk Park
- Mixed use path provided in place of property
- Landscaping proposed
- 130 Avenue west bound changed to Cul-de-sac

South of 132 Avenue Station



Improved streetscape and landscape opportunities

New pedestrian and cyclist connection to downtown

Minimizes impact to park

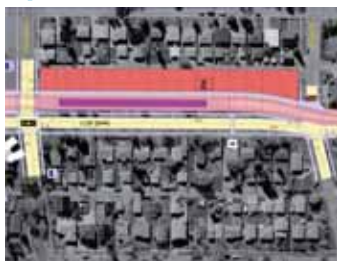
Retained traffic access

Enhanced Shared use path connection

Provided pedestrian crossings

Evaluation - 132 Avenue

Option 1 – 129 Avenue



Provide even catchment
Good walking and cycle connectivity

Option 2 – Southeast



Connects to buses on 132 Avenue
Minimizes property impact

Option 3 – Northeast



Connectivity to schools
Supports surrounding development opportunities

Option Development

Traffic arrangement refined 113A

Shared use path provided

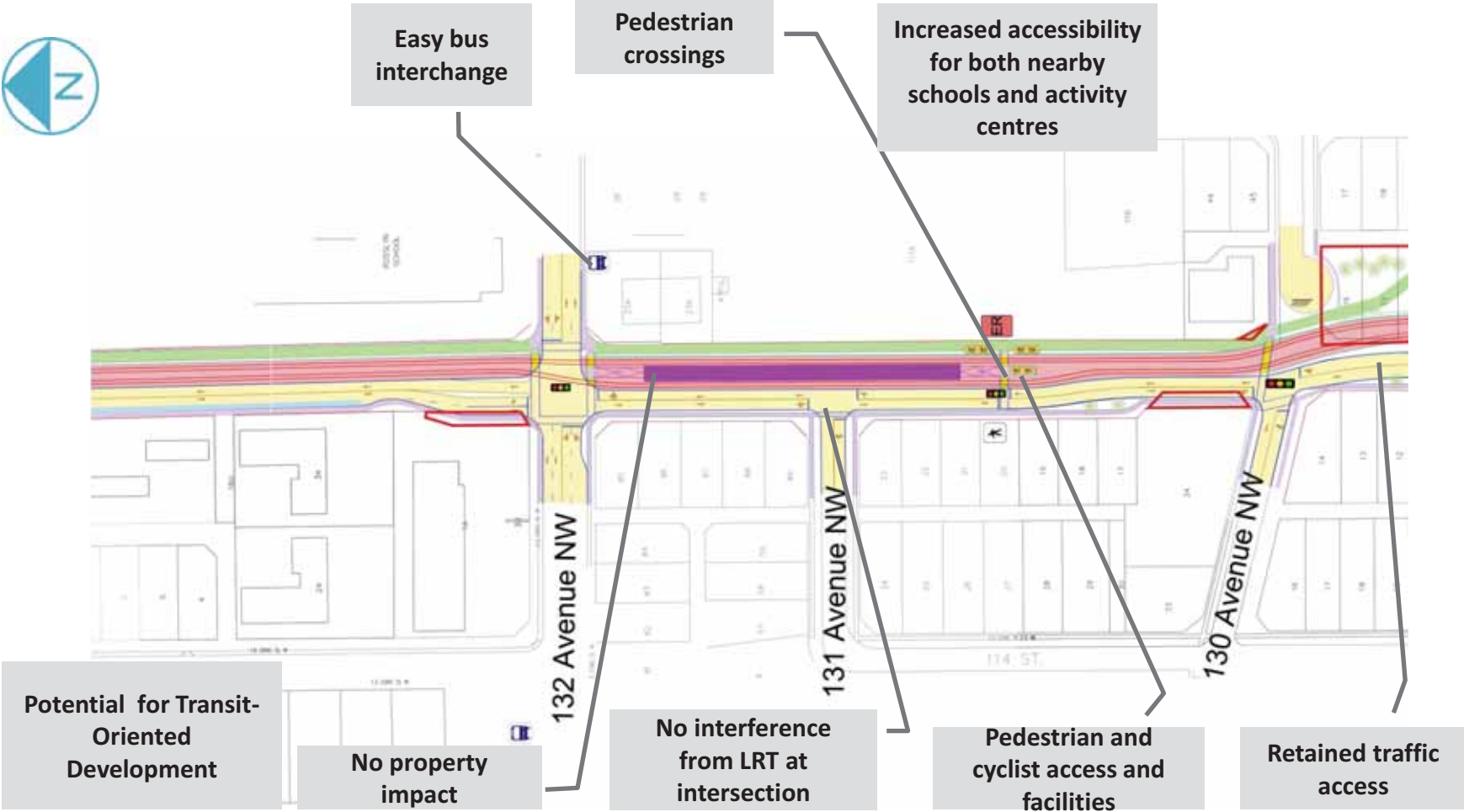
Cycle storage identified

Stop moved west from adjacent properties

Signalled pedestrian crossing on 113A



132 Avenue Station



Easy bus interchange

Pedestrian crossings

Increased accessibility for both nearby schools and activity centres

Potential for Transit-Oriented Development

No property impact

No interference from LRT at intersection

Pedestrian and cyclist access and facilities

Retained traffic access

North of 132 Avenue Station



Local traffic connection and parking retained

Tracks located away from homes

Shared use path

Reduced traffic lanes focused on local access

No LRT interference at intersection

Retained on-street parking

Reduced traffic near school

Evaluation – 137 Avenue

Option 1 – Southeast



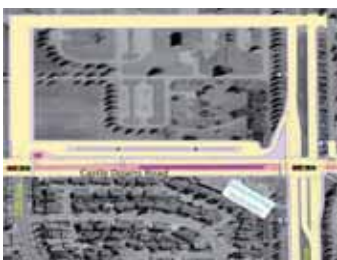
Provides transit integration

Option 2 – South centre



Minimizes infrastructure

Option 4 – North Centre



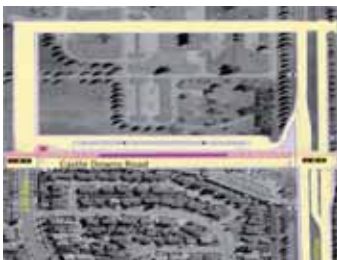
Aids reduction of traffic south of 137Ave

Option 3 – Northeast



Transit centre integration required with new Greisbach transit centre

Option 5 – Northeast



Option Development

Traffic arrangement refined 137 Avenue

Shared use path provided

Cycle storage identified

137 Avenue Station



Shared use path connection and cycle facilities

Seamless bus exchange

Pedestrian crossing

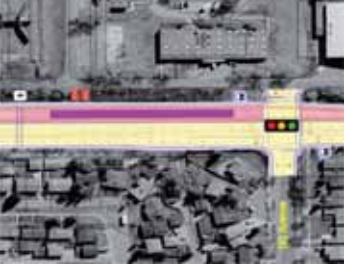


New traffic signal

Removal of slip lanes

Evaluation - 145 Avenue

Option 1 – East side



Centre running improves 153 Ave/Castle Downs arrangement

Option 2 – Centre



Provide even catchment
Good walking and cycle connectivity
Minimizes property impact
Supports surrounding development opportunities

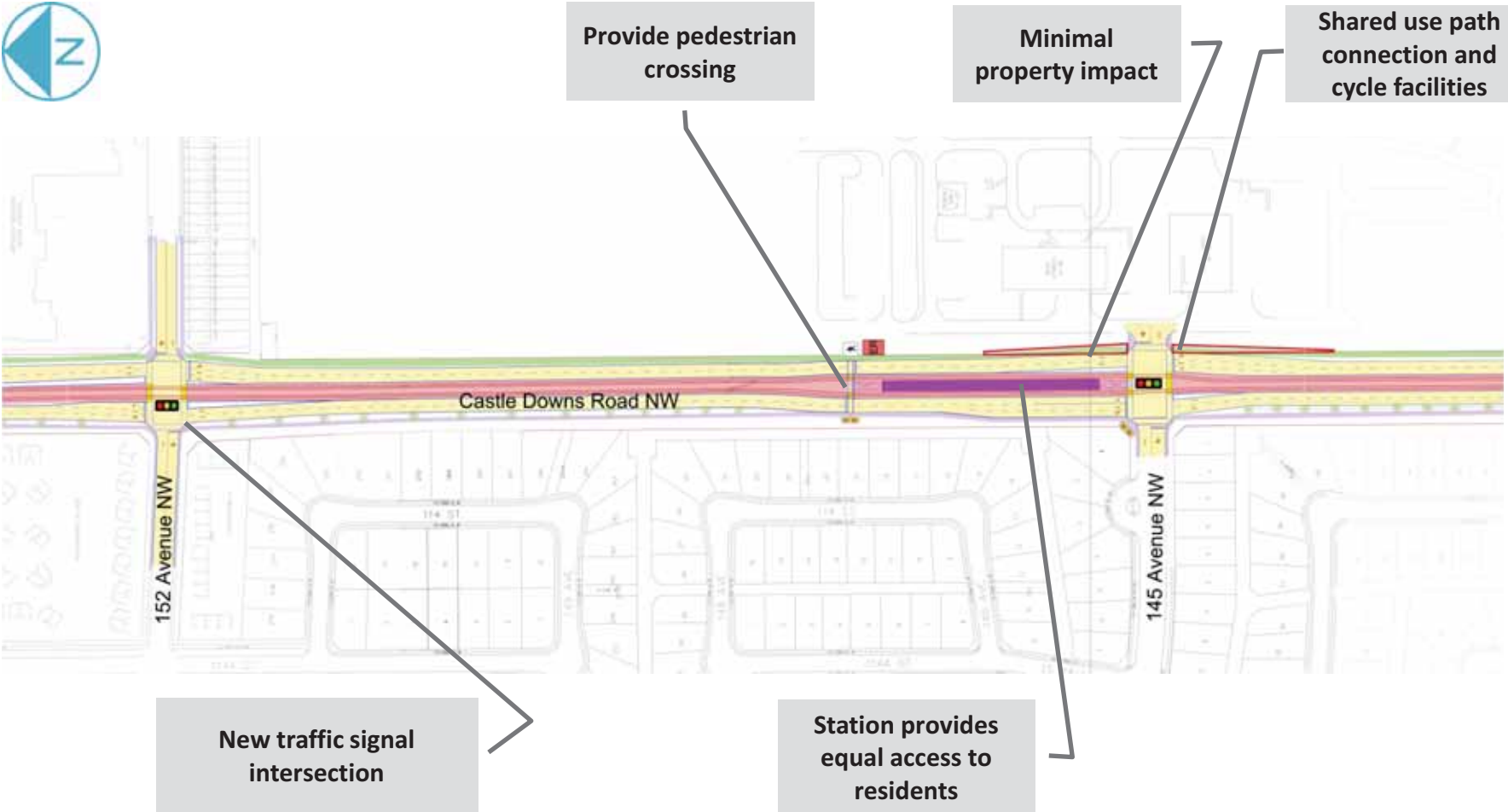


Option Development

Dedicated left turns provided
Shared use path provided
Cycle storage identified
Signalled pedestrian crossing on 113A Street



145 Avenue Station



Provide pedestrian crossing

Minimal property impact

Shared use path connection and cycle facilities

New traffic signal intersection

Station provides equal access to residents

Evaluation - Castle Downs

Option 1 – Northwest



- Provides transit integration
- Minimizes infrastructure

Option 2 – North Centre



- Provides connectivity to park and YMCA
- Provide even catchment
- Good walking and cycle connectivity

Option 3 – 113A Street



- Replaces existing transit centre

Option Development

Traffic arrangement refined



Right slip lanes removed (improved pedestrian environment)

Shared use path provided

Cycle storage identified

Signalled pedestrian crossing at entrances to YMCA

Castle Downs Station



Supports development in area & connects to activity centres

Provide pedestrian crossing

Shared use path connection and cycle facilities



Improved streetscape and landscape opportunities

Seamless bus exchange

Removal of slip lanes

Retained traffic lanes at intersection

Retained access

121 Street Station



Retained pedestrian crossing

Signal controlled intersection

Evaluation - 127 Street

Option 1 – East Centre



Provides transit integration at 127 Avenue

Provide even catchment

Good walking and cycle connectivity

Connectivity to local housing and commercial development



Option Development

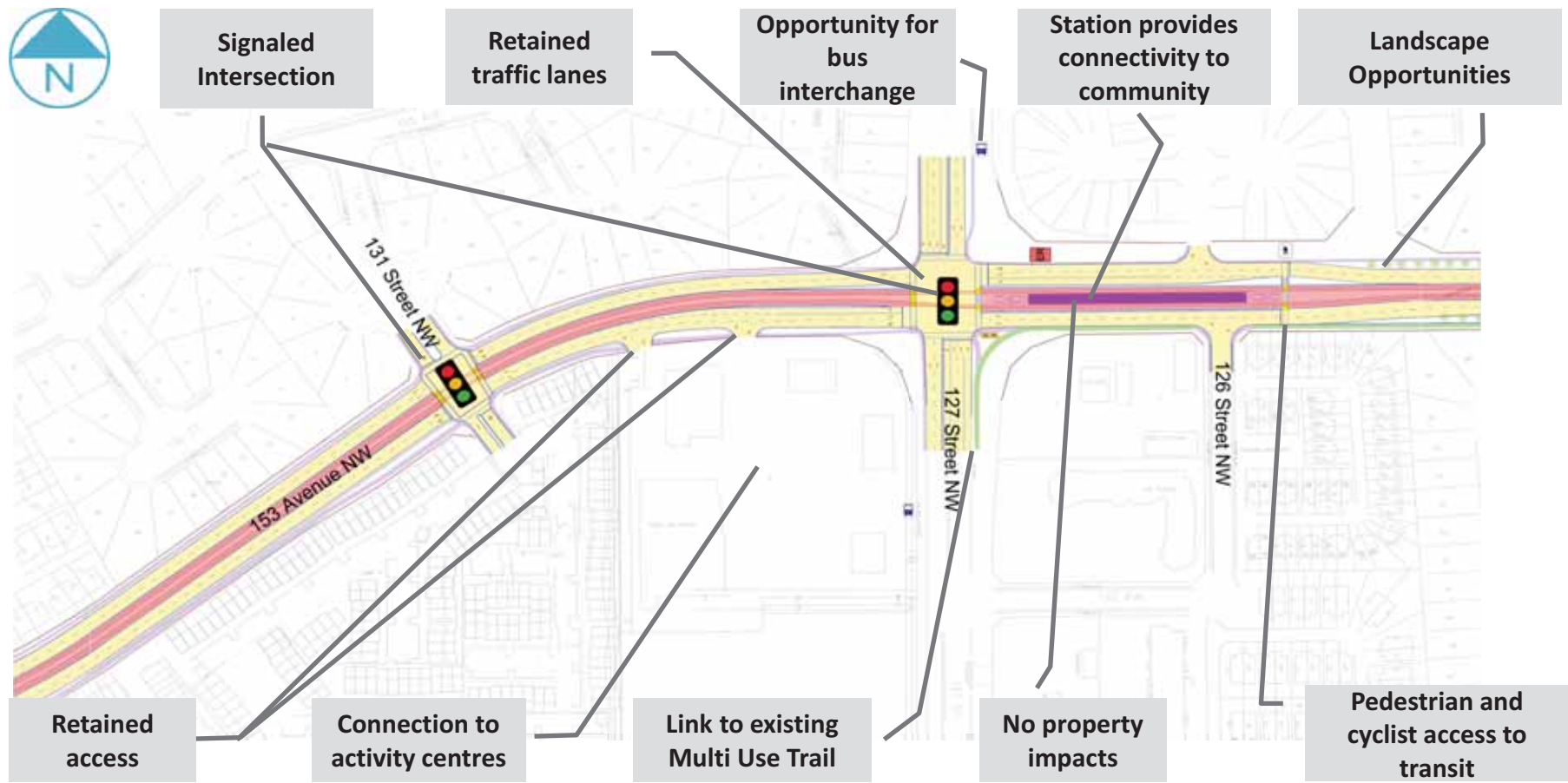
Traffic arrangement refined

Right slip lanes removed (improved pedestrian environment)

Shared use path provided

Cycle storage identified

127 Street Station



Evaluation - 137 Street

Option 1 – Southwest

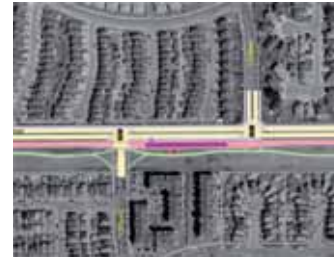


Provides transit integration at 137 and 139 Avenue

Provide even catchment

Good walking and cycle connectivity

Connectivity to communities to the south and north

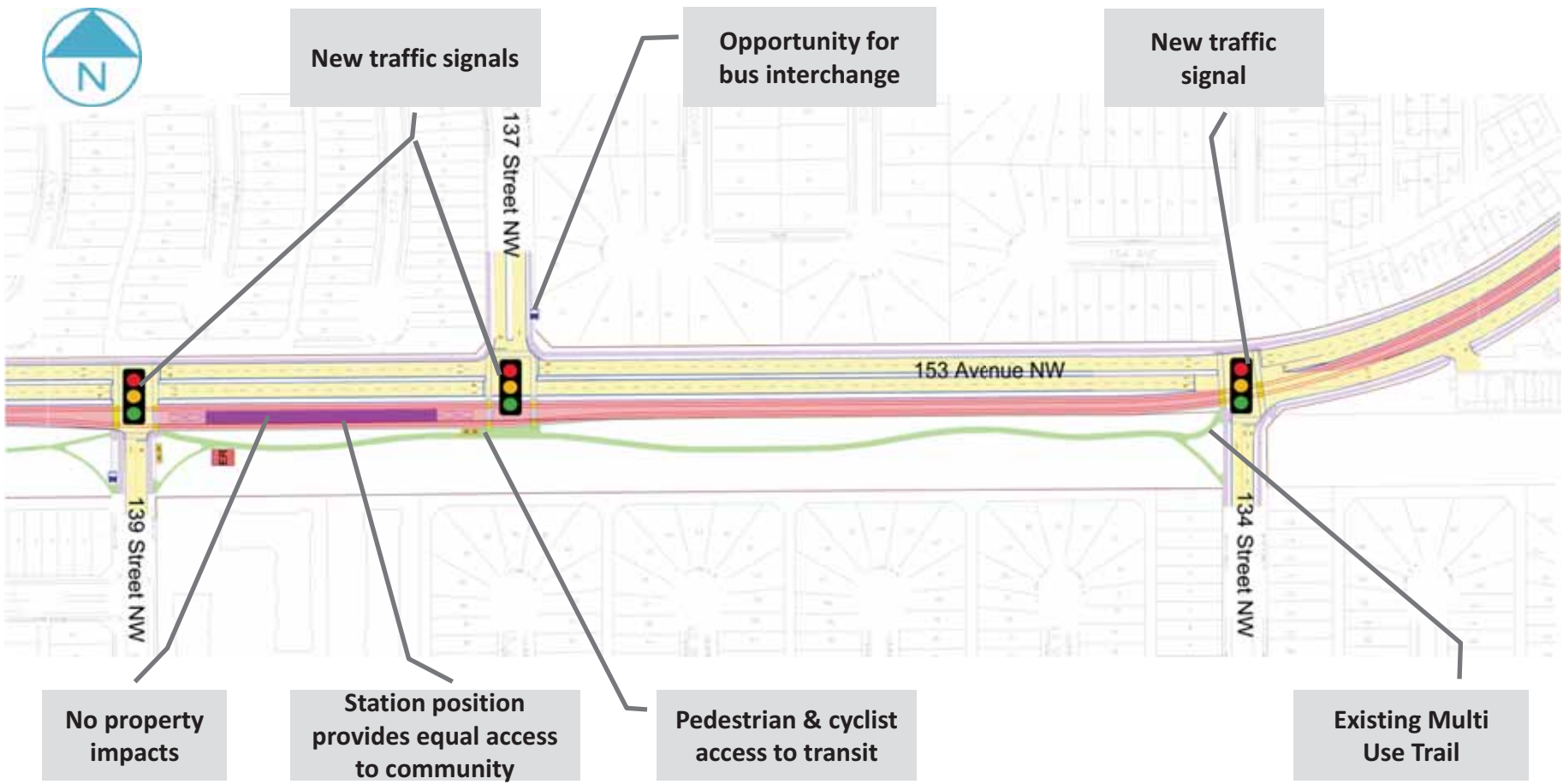


Option Development

Sidewalk arrangement optimized

Cycle storage identified

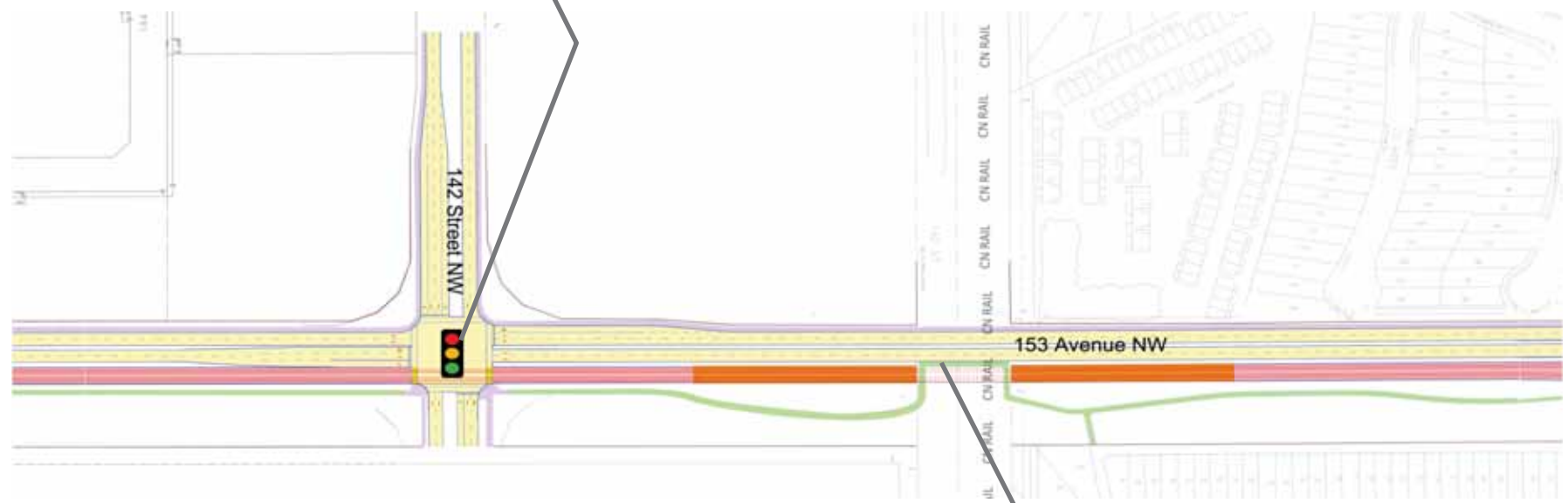
137 Street Station



West of 137 Street Station

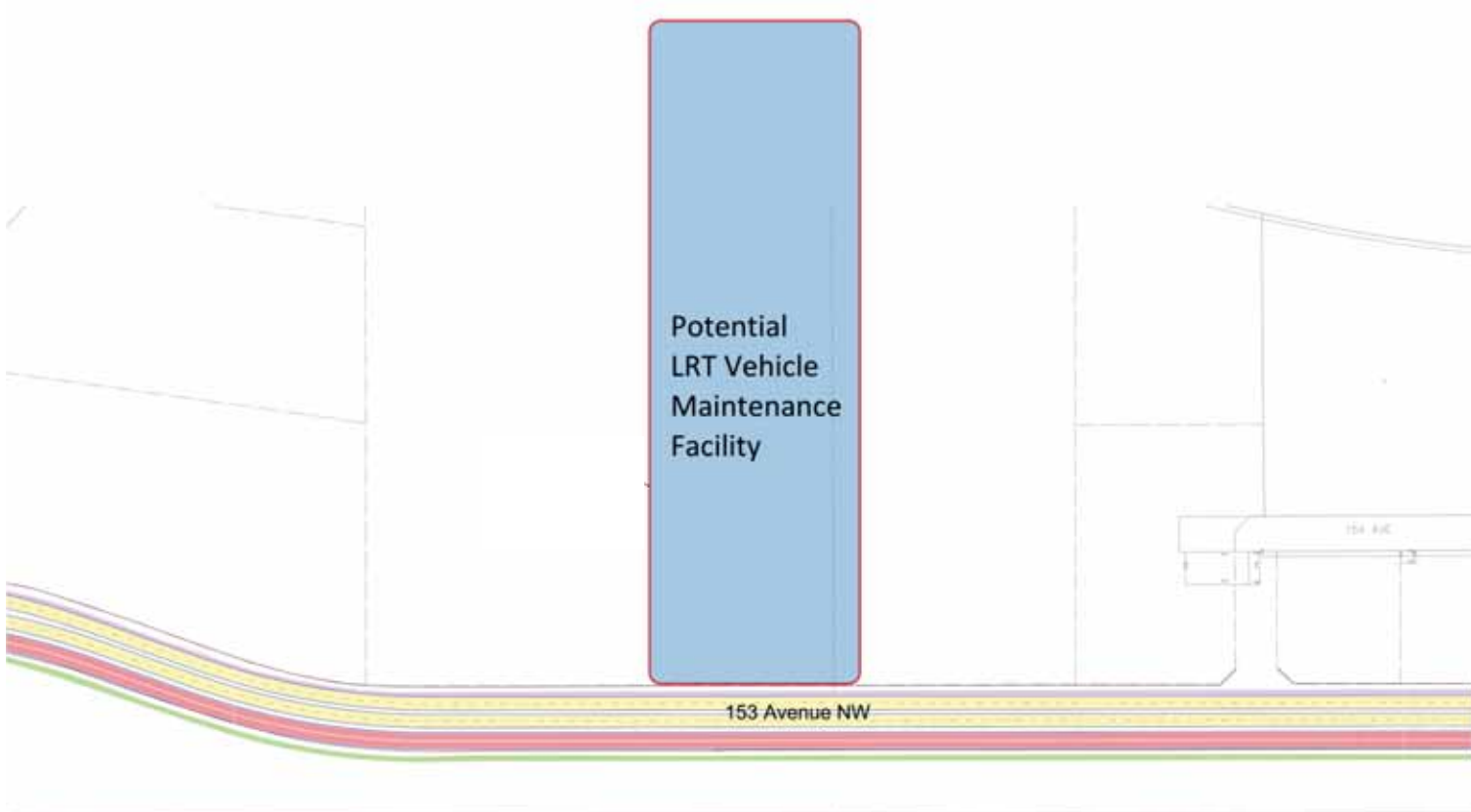


Traffic signaled intersection



New pedestrian and cycle link across CN Rail tracks

West of 137 Street Station



Evaluation - Campbell Road

Option 1 – Southwest



Provides transit integration with St. Albert



Option Development

St. Albert concept layout included in design

Park and Ride Terminus



NEXT STEPS

- Incorporate any final comments into recommended concept, if possible
- Present recommended concept to you - Fall 2012
- Present recommended concept plan to Transportation Infrastructure Committee

www.edmonton.ca/lrtprojects

QUESTIONS?