



# Northwest LRT

## What We Heard

[www.edmonton.ca/LRTProjects](http://www.edmonton.ca/LRTProjects)

March 2010

### Listening and Learning

- In February 2010, an online questionnaire and a series of face-to-face interviews were conducted as part of the Listening and Learning public involvement stage of the Northwest LRT corridor selection study. The purpose of this stage of public involvement was to gain a greater understanding of benefits, issues, and impacts of LRT within the study area. This information has been used to help refine the discussion points for further public involvement.
- A total of 1,199 citizens completed online questionnaires. Ten face-to-face interviews were held with major stakeholders during this phase.

### February 2010 Themes

- **Traffic congestion** is a significant concern in this area, particularly for rush hour on major roads such as 127 Street, St. Albert Trail and 97 Street.
- **Key growth areas for transit** – Participants noted access to St. Albert, shopping districts and recreational areas as key growth areas for transit use. Growing development areas at the City Centre Airport, Castledowns and Griesbach were also identified as major transportation points.
- **Competing themes** – Two key competing themes emerged out of the comments and themes to date. Participants noted the importance of providing access and station locations to destinations, but they also noted a need to minimize travel time using the LRT. It will be important to balance these two considerations. Another theme was the need to maximize ridership by taking the LRT to places where people want to be. However, there was also a desire to minimize disruption, which is difficult to do in high-use areas.
- **Urban LRT** – The urban-approach to LRT was considered positively by the majority of the participants. Moving forward, participants noted a need to balance the number of LRT stations with the need to provide good an efficient travel time. To enhance integration with the community, participants suggested plans should be unobtrusive to residents, connect with bus transit, be aesthetically pleasing, and be safe and accessible.

#### 113A Street

- **Key benefit: Access to shops and parks** – It was noted that the 113A Street corridor option provided access to recreation centres and parks along the route. This corridor was also seen positively because it connects to the Northwest Edmonton core and St. Albert. The ability to serve key growth areas in Griesbach and Castledowns was also seen as a benefit.
- **Weakness: Community impacts** – There is a concern this line would not fit within the existing transportation right-of-way on 113A Street and may require property acquisition. Another concern was that the area along 113A Street would have limited redevelopment opportunities. Concerns about traffic impacts on key roadways were also raised.

### 127 Street

- **Key benefit: Access to St. Albert** – The potential to provide access to St. Albert was the most frequently cited benefit to this corridor. Another benefit identified was the potential to provide access to Airport lands and the Yellowhead Trail. The design option to serve the area on 118 Avenue was cited as having a benefit to Inglewood businesses.
- **Key Weakness: Traffic congestion** – Concerns about traffic congestion on 127 Street were also identified. This street was seen as very busy with the current traffic, so there is a concern that losing lanes here would create additional traffic delays. It was also suggested that this corridor misses desirable destinations and would have limited ridership.

### St. Albert Trail

- **Key benefit: Quickest and most direct route** – This corridor was cited as the corridor that provides the quickest and most direct route, with the best access for St. Albert residents and businesses along St. Albert Trail.
- **Key Weakness: Service for Edmonton residents** – There was a concern that this plan does not serve key areas in Northwest Edmonton and areas with growing populations. There were also concerns raised that this option would have traffic impacts on St. Albert Trail.

## Next Steps

|  |                     |
|--|---------------------|
| <b>Evaluating Benefits and Impacts</b> <ul style="list-style-type: none"><li>• Workshops and online consultation will be held to get input from stakeholders and the public on strategies to address community/institution/business impacts of the route options</li></ul> | March to April 2010 |
| <b>Sharing Information on the Recommended Corridor</b> <ul style="list-style-type: none"><li>• Open houses will be held to share information on the recommended corridor that will be presented to City Council.</li></ul>   | June 2010           |
| <b>Presentation to City Council and Decision</b> <ul style="list-style-type: none"><li>• A public hearing will be held where residents, stakeholders and the general public can share their input directly to City Council</li></ul>                                       | June 2010           |