



West LRT Open House

www.edmonton.ca/LRTProjects

Welcome

Meadowlark to Downtown

September 8, 2010

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Tonight's Meeting Purpose

www.edmonton.ca/LRTProjects

- To present a *DRAFT* recommended alignment for the LRT within the approved corridor and obtain feedback
- To provide specific details on:
 - *recommended alignment*
 - *station location and configurations*
 - *neighborhood and pedestrian access*

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Proposed Agenda

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- Welcome and Introductions
- Project Background
- Overall West LRT Alignment
- Segment walkthrough of alignment, station, access and pedestrian recommendations
- Question and Answer

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LRT Open House Schedule

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West LRT	
September 7, 2010	Lewis Estates to Stony Plain Road/ 156 Street
September 8, 2010	Meadowlark to Downtown

Southeast LRT	
September 14, 2010	Downtown to Argyll Road
September 15, 2010	Argyll Road to Mill Woods Town Centre

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Project Background


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Council Approvals to Date

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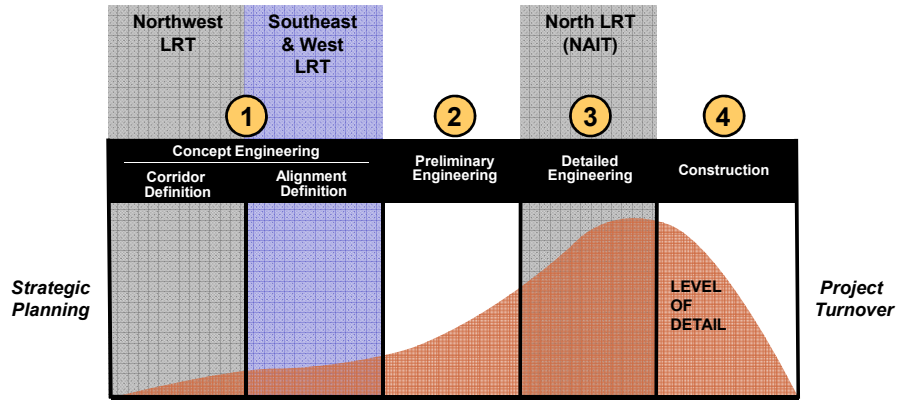
- LRT Network Plan (*June 2009*)
- Southeast and West LRT Corridor
(*December 2009*)
- *Downtown corridor*
(*June 2010*)



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LRT Development

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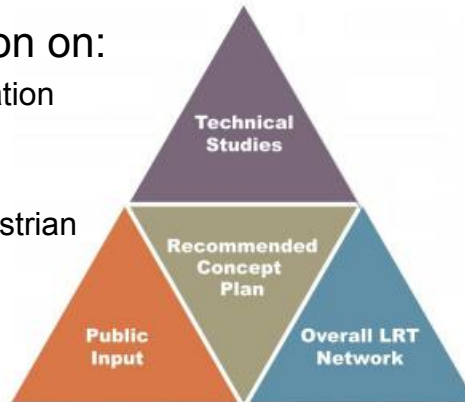
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Where we are in the process today?

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- Presenting information on:
 - Alignment Recommendation
 - Station Location and Configuration
 - Neighborhood and Pedestrian Access
 - Parking Programs

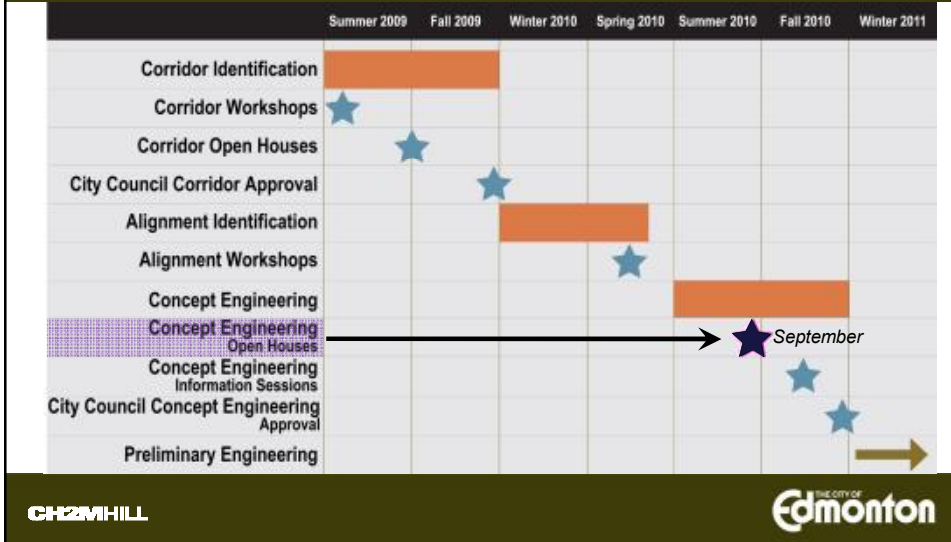


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Where we are we going?

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LRT Network

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Urban Style LRT

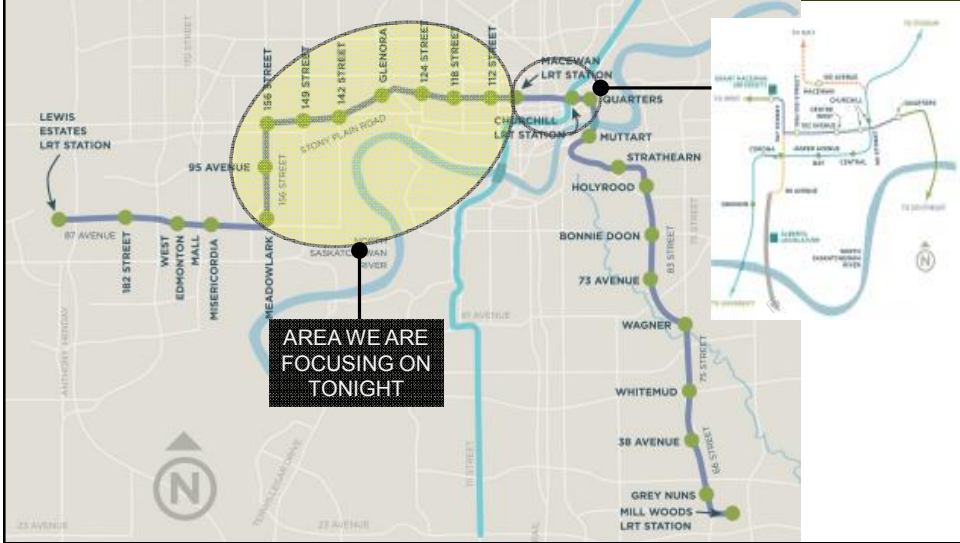
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Southeast and West LRT Corridors

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Public Involvement Process & Update

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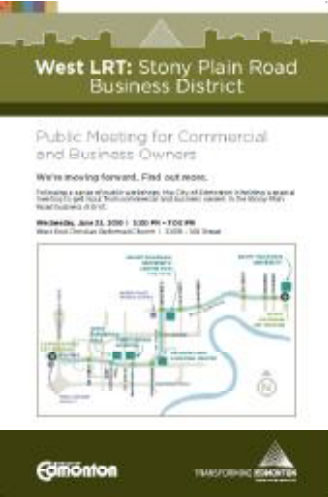


Public Involvement Process

www.edmonton.ca/LRTProjects

May/June 2010

- Process built on LRT corridor public involvement process
- 4 location specific workshops to get input on alignment options, station locations, and access management
- Additional meetings held with:
 - community leagues
 - major institutions
 - property owners
 - business owners




West LRT: Stony Plain Road Business District


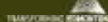
Public Meeting for Commercial and Business Owners

We're moving forward. Find out more.

Following a series of public workshops, the City of Edmonton is holding a series of meetings to get your Professional and Business views on the Stony Plain Road Business District.

Wednesday, June 23, 2010 | 5:00 PM - 7:00 PM
West End Community Centre, Room 1, 1100 - 100 Street



What We Heard

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Competing Themes:

ensuring easy access into neighborhoods	↔	reducing travel lanes
station location	↔	intersection operations
pedestrian access across the roadways	↔	vehicle travel times
neighborhood access	↔	neighborhood short-cutting

What We Heard – Next Steps

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- Minimize construction costs
- Bus system integration - ensure destinations off the LRT corridor are accessible by bus
- Concerned about noise and impact on residential life
- Emergency vehicle access
- Ensure snow removal can be managed
- Minimize potential for crime and risk to personal security



Responding to Feedback

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- Removed option for four vehicle lane with LRT on Stony Plain Road
- When reviewing impacts for alignment, used philosophy to balance impact/benefit to communities on both sides of LRT corridor.
- Added signalized pedestrian crossings and intersections at key locations
- Recognizing multi-use trail and cyclist connections



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Recommended Alignment

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Alignment versus Corridor

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Alignment



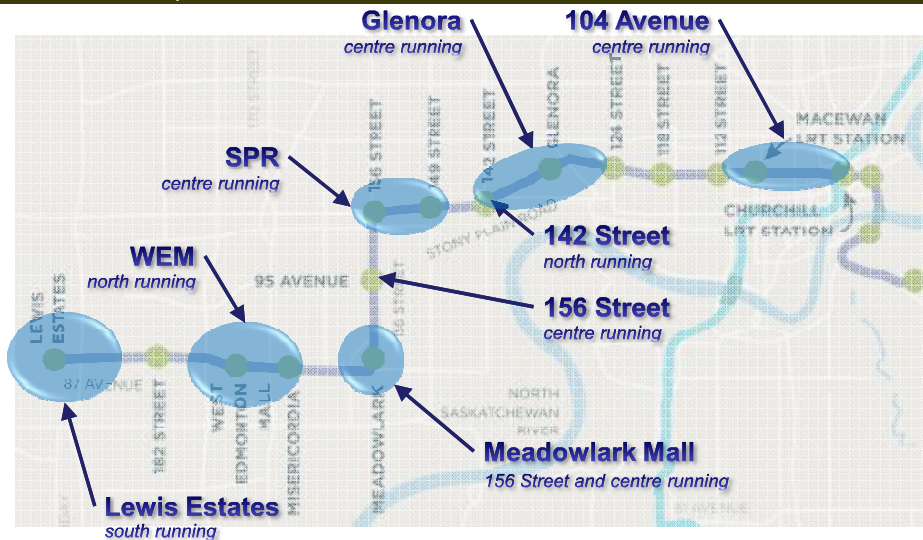
Corridor

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Recommended Alignment Overview

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Right-of-Way

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- There are impacts
- Constrained Right-of-Way
- Minimize property requirements by removing:
 - service roads
 - traffic lanes
 - on-street parking



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Simple Stop Design

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- Low floor vehicles and platforms provide:
- Simple Infrastructure
 - Fits into surrounding areas
 - Improved neighbourhood connections



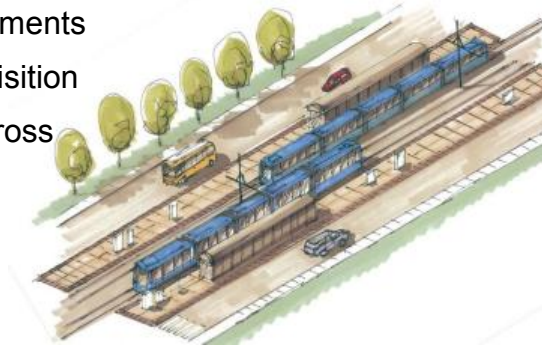
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Station Configurations

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Stations located to:

- Balance access requirements
- Minimize property acquisition
- Provide consistency across the system
- Serve activity centres



Neighbourhood and Business Access

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Basic Principles:

- Turns across LRT tracks will be at signalized intersections
- Traffic signals will be located on major roads to balance access needs and train movement
- Access will be maintained using the supporting street and circulation system



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Pedestrian Access

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- Pedestrian movements provided at certain locations to maintain existing connectivity where feasible
- Pedestrian only crossings could have various methods of warning and control



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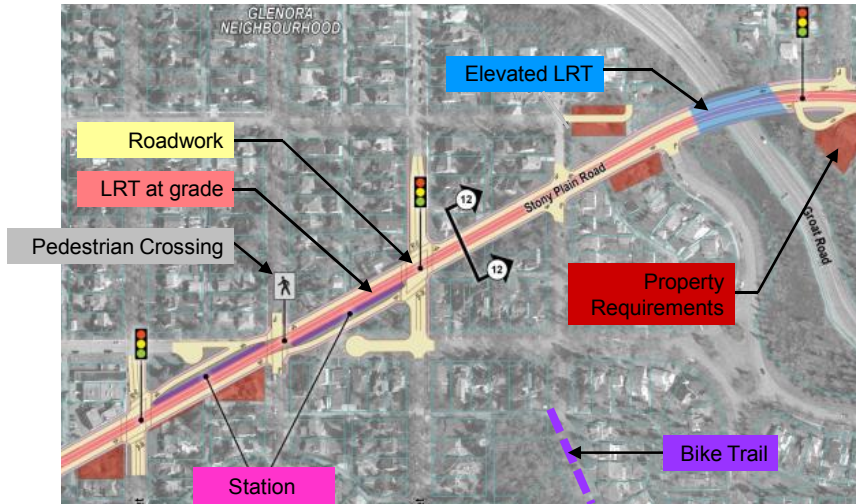
Segment Walkthrough

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Legend / Key

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Alignment / Stations – Meadowlark

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subject to change



Center Running LRT

Access – Meadowlark

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subject to change



Alignment / Stations – Meadowlark Park / Sherwood

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subject to change



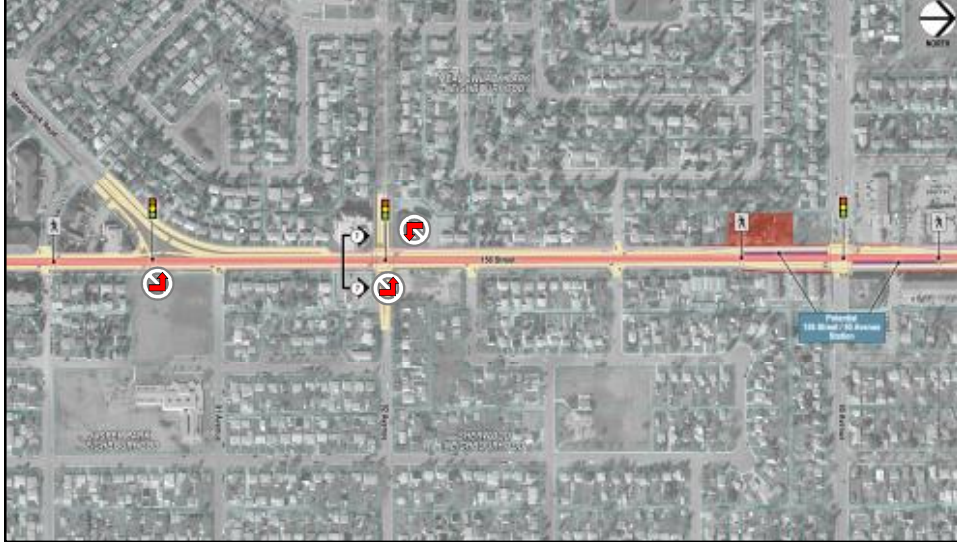
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Access – Meadowlark Park / Sherwood

www.edmonton.ca/LRTProjects

subject to change



Alignment / Stations – Glenwood / West Jasper Place

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subject to change



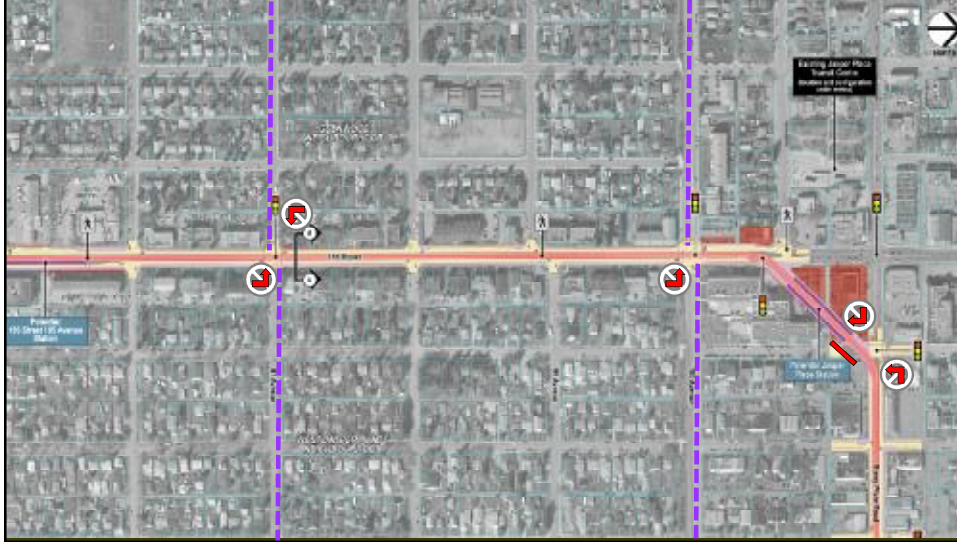
Centre Running LRT



Access – Glenwood / West Jasper Place

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subject to change



Alignment / Stations – Stony Plain Road Business District

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subject to change



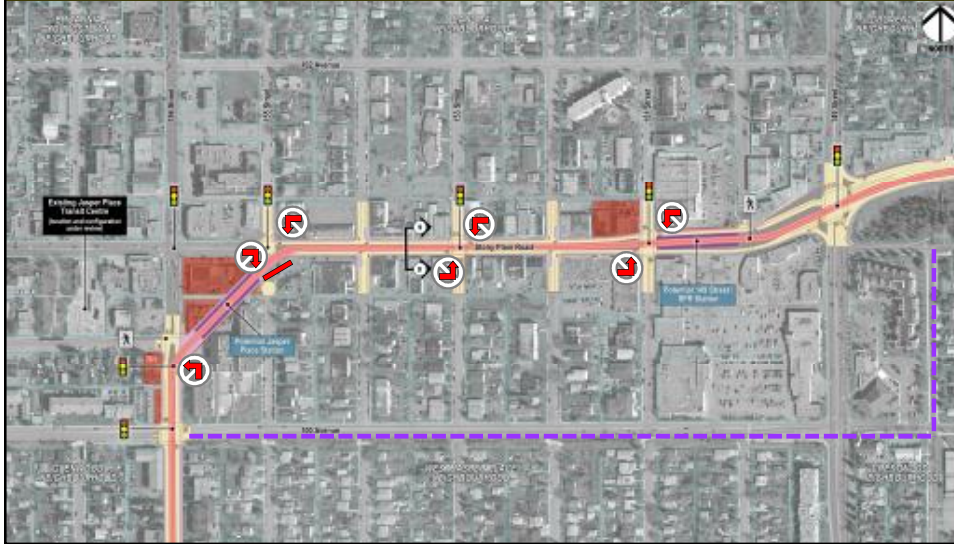
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Access – Stony Plain Road Business District

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Alignment / Stations – Stony Plain Road Business District

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subject to change



Centre Running LRT



Access – Stony Plain Road Business District

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subject to change



Alignment / Stations – Glenora

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subject to change



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Access – Glenora

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subject to change



Alignment / Stations – Groat Road

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subject to change



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Access – Groat Road

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Alignment / Stations – Oliver

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subject to change



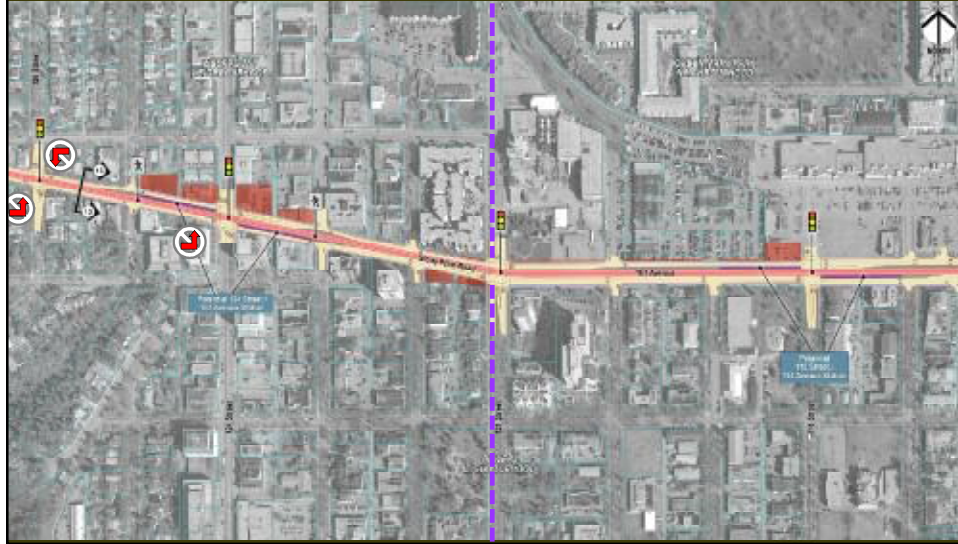
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Access – Oliver

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subject to change



Alignment / Stations – Downtown

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subject to change



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Access – Downtown

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subject to change



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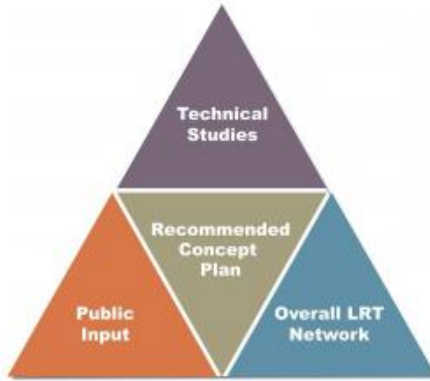
Next Steps

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Overall Process

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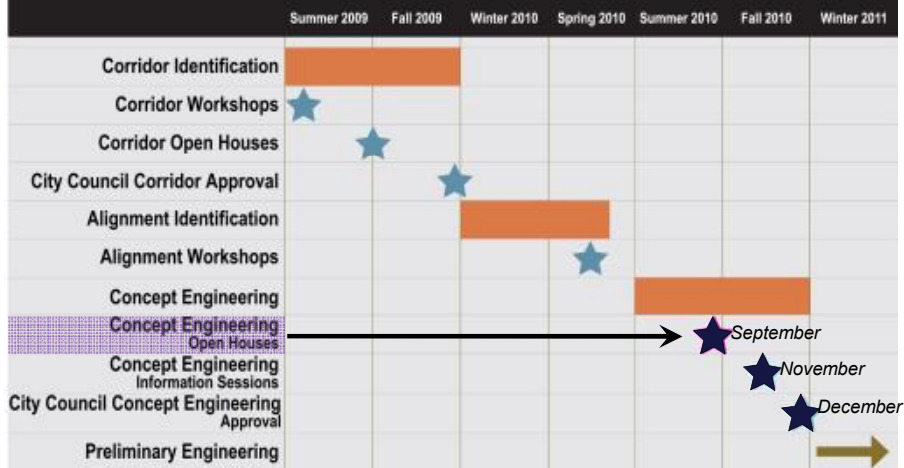


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Next Steps

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Other Items

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- Available parking programs
 - Commercial
(Bylaw 5590 signs, Private Parking Agency Enforcement)
 - Residential
(Residential Parking Programs, localized parking restrictions)
 - Additional engineering and study is required
- Noise study
- Safety/Security
- Traffic circulation within neighborhoods

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Ongoing Considerations


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- Funding
- Traffic accommodation during construction
- Geotechnical / Environmental / Utilities
- Community/business impacts




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Question and Answer


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Question and Answer Session “Ground Rules”

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- 2 minutes for each participant to ask a question or make a comment
- One follow-up question (1 minute)
- Will recognize 3 people for each round of questions; persons with microphones will go to those participants to ask their questions
- 3 rounds of questions
- Additional questions from same person not recognized until no new participants are wanting to ask questions
- Questions and responses will be recorded; please use microphones

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Conclusion

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- Fill out Questionnaires
- Presentation available on website
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Thank you!

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