

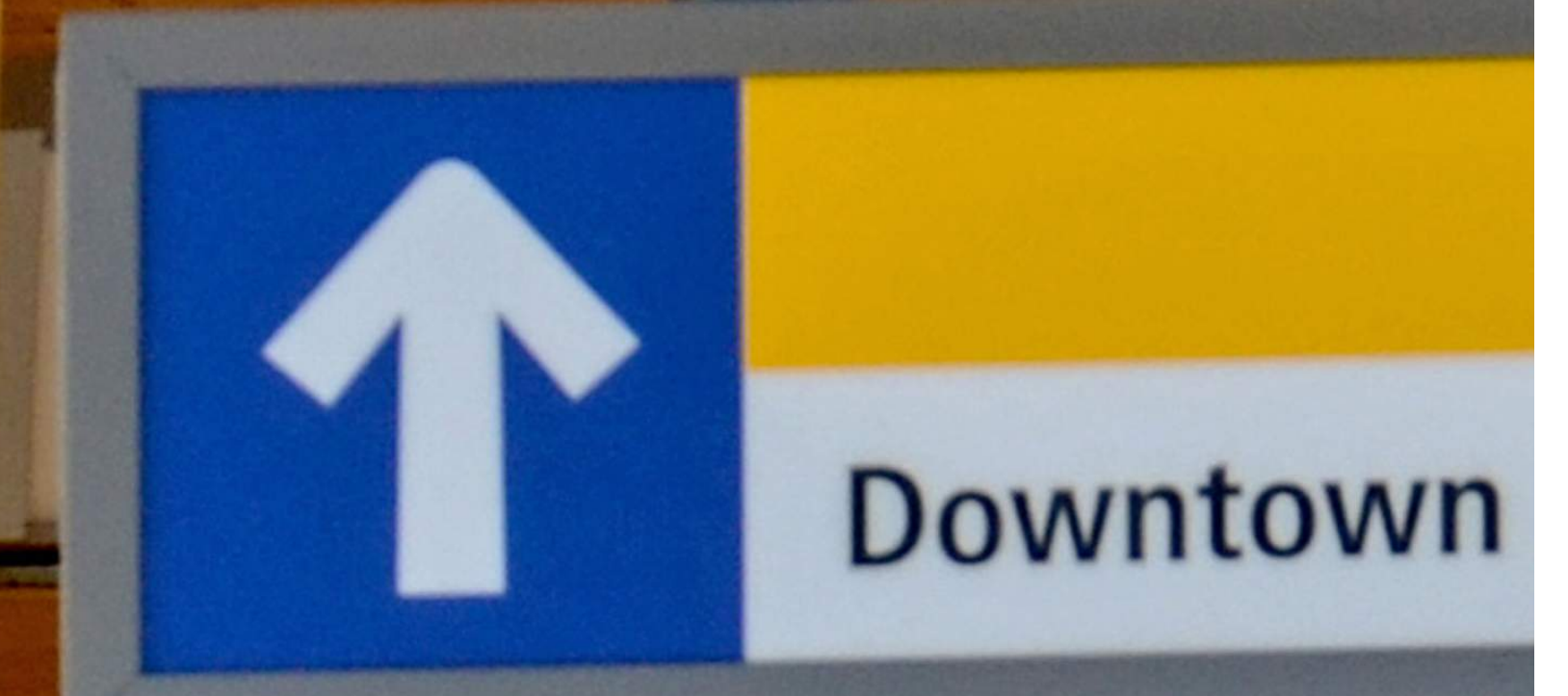
Welcome

Metro Line Northwest LRT Expansion Project

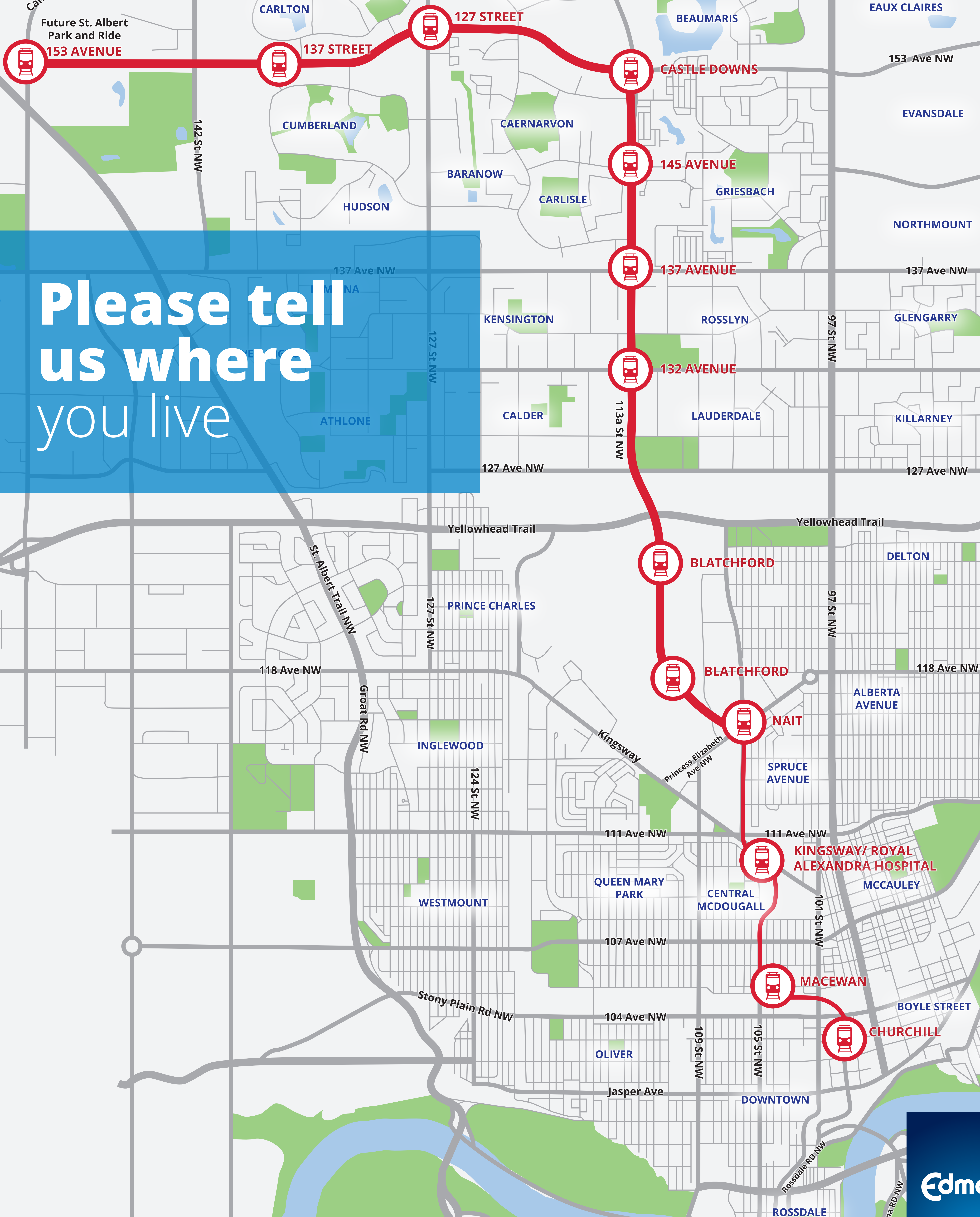
Today's open house provides you with information on the Metro Line NW LRT project, and your opportunity to help us plan for LRT and the future of your community.

Stay engaged!

For more information on upcoming events, please call 311 or visit edmonton.ca/metronw



Please tell us where you live



Share Your Voice

Shape Our City

The City of Edmonton's Public Engagement Framework is part of the City's overall commitment to open government – Edmonton as an Open City.

Through the public engagement spectrum, there are four roles the public can play when they participate in the City's public engagement activities.

Public input into the Metro Line NW LRT at this stage of planning focuses on Advise and Refine. We are looking for your feedback in the following areas:

- Final track alignment
- Side or centre running track
- Community connections to stations
- Potential construction concerns

INCREASING INFLUENCE AND COMMITMENT

ADVISE (CONSULT)

The public is consulted by the City to share feedback and perspectives that are considered for policies, programs, projects, or services.

REFINE (INVOLVE)

The public is involved by the City to adapt and adjust approaches to policies, programs, projects, or services.

CREATE (COLLABORATE)

The public collaborates with the City to develop and build solutions regarding policies, programs, projects, or services. This can include community initiated engagement.

DECIDE (EMPOWER)

The public is empowered to make decisions directly or on behalf of the City about policies, programs, projects, or services.

COMMUNICATIONS – INFORM, LISTEN AND LEARN

PROJECT MANAGEMENT – DECISION MAKING – RELATIONSHIPS – CAPACITY BUILDING – LEADERSHIP DEVELOPMENT

Edmonton

Edmonton's LRT Network

Expanding the LRT system is a key priority for the City to meet Edmonton's transportation needs as it continues to grow.

By 2040, the City of Edmonton aims to expand LRT service to all sectors of the City.

The Metro Line NW LRT expansion will connect communities in the northwest part of the City to key destinations and the City Centre.



- 1 CAPITAL LINE**
NE EDMONTON TO HERITAGE VALLEY
- 2 METRO LINE**
153 AVENUE TO HEALTH SCIENCES
- 3 ENERGY LINE**
LEWIS FARMS TO SHERWOOD PARK
- 4 VALLEY LINE**
LEWIS FARMS TO ELLERSLIE
- 5 FESTIVAL LINE**
SHERWOOD PARK TO ELLERSLIE



Metro Line Northwest Project History

In 2009/2010, the City evaluated corridor options to connect the planned NAIT station to a future park and ride facility at the northwest City limits.

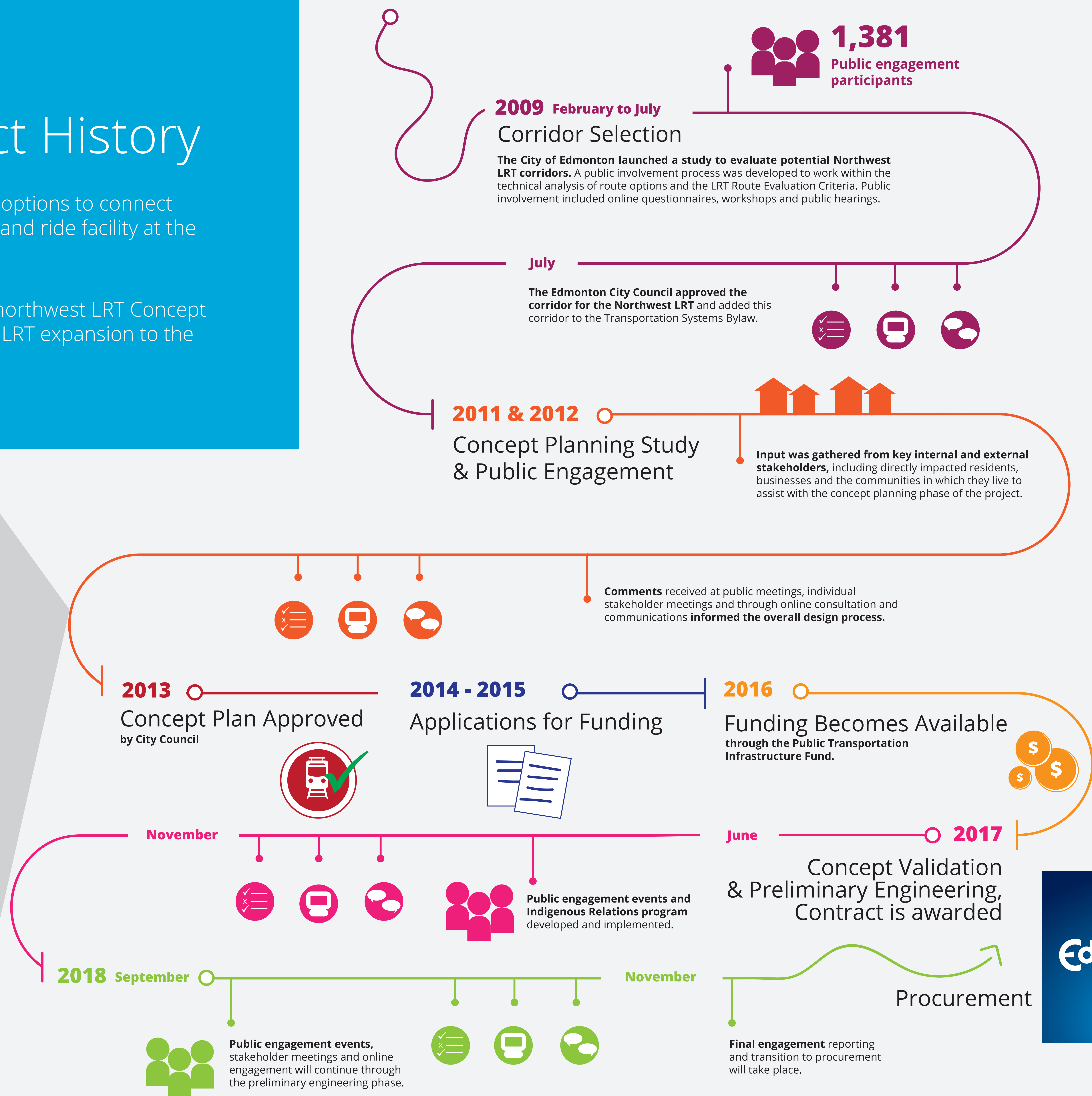
In 2013/2014, City Council approved the northwest LRT Concept Plan and identified public support for the LRT expansion to the north and northwest parts of the City.

What stakeholders had to say:

- LRT expansion has great potential to serve both the region and the local population.
- The alignment must serve residents where they live, work and play.
- Concerns regarding traffic congestion at intersections, noise impacts and safety.
- LRT planning should integrate and complement other transportation modes, such as transit, pedestrian and cyclist connections.
- Support for expanding the Metro Line to connect to the City of St. Albert.

Examples of adjustments made to the recommended Concept Plan:

- Provided intersection access to YMCA from Castle Downs Road signaled and pedestrian crossings.
- Provided a park and ride at Campbell Road.
- Improved continuity of shared use path at 137 Avenue.
- Established 'urban style' guidelines to improve how LRT 'fits' into communities.



Metro Line

Urban Style LRT

Urban style LRT is designed to better integrate with the communities it serves, and promotes transit use through the following features:

- **Smaller scale stations spaced closer together to attract ridership**
- **Direct transit, pedestrian and cyclist connections**
- **Reduced operating speeds in neighbourhoods to ensure safety and minimize potential impacts**
- **Landscaping, streetscaping and architectural features to improve visual appeal**
- **Improved accessibility with minimal barriers (e.g., gates, fencing) and strong connections to community destinations**



Stuttgart, Germany



Pittsburgh, USA



Portland, USA



Los Angeles, USA

Edmonton

Examples of Urban High Floor LRT

Metro Line

Expansion and Sustainable Urban Integration

The City has established Sustainable Urban Integration (SUI) guidelines for LRT integration that focuses on safety, station stops that are smaller in scale and spaced closer together, and design to enhance community character, passenger accessibility and civic sustainability.

Images to the right show SUI features that will be typical of the Metro Line expansion.



Metro Line, Edmonton

Open and above-ground LRT makes activities more visible, helping to create a safe environment for transit users and surrounding neighbourhoods. Use of sustainable materials, walkways, plazas and landscaped spaces help make the LRT an attractive feature in communities.



Metro Line, Edmonton

Sustainable urban integration includes features that support and promote transit use at or near to stations, and that integrate well with other mobility options.



Blatchford Future Community Concept

Metro Line will be designed to be pedestrian-focused and to operate at neighbourhood speeds. This makes for safer interactions between pedestrians, vehicles and trains at intersections and stations.



Blatchford Future Community Concept

In higher density urban areas, LRT can be designed to provide barrier free access to, and movement through and around stops and stations. Trains run at community traffic speeds, making signal gates, crossing alarms, and flashing lights unnecessary in most areas.

Metro Line and LRT Signaling

LRT has operated in Edmonton since 1978, with both grade-separated and at-grade intersections, and the same frequency of trains seen today. LRT has always been a high capacity, high performance system in Edmonton.

The LRT network was originally built along a dedicated corridor. Major roadways were grade-separated to prevent traffic impacts. Other roadways that crossed at-grade did result in some traffic delays while the LRT passed safely through the intersection.

In the early stages of Metro Line LRT operations, following the 2012 expansion from Churchill Square to NAIT, traffic lights and LRT gate arms were tested for safety and had not yet been optimized. Reduced train speeds during initial operations also affected traffic delays.

Motorists experienced the highest traffic delays when the Metro Line began operation in 2015.

What steps has the City taken to improve traffic flow?

- **Recent changes to LRT system and traffic operations have reduced traffic delays while maintaining road safety at the Princess Elizabeth Avenue LRT crossing.**
- **Princess Elizabeth Avenue and 106 Street crossing warning systems have been separated from the traffic lights. LRT crossing signals control traffic independently.**
- **Additional LRT signal system changes will further enhance traffic flow, while limiting impacts to train service.**

Traffic delays have been significantly reduced following these changes.

The City is committed to implementing improvements for the Metro Line NW LRT expansion to optimize traffic and LRT performance within the road corridor.



Metro Line

Expansion Project

Features and Timeline

The approved Metro Line NW LRT Expansion includes:

- **High floor urban style LRT**
- **11km LRT service connecting northwest communities and the City of St. Albert with the City Centre and key destinations**
 - **Extending the LRT alignment north through Blatchford and across the CN Walker Rail Yard**
 - **Alignment north on 113A Street/Castle Downs Road to 153 Avenue**
 - **Alignment west on 153 Avenue to Campbell Road**
- **9 new LRT stations, including a new NAIT LRT station and 2 new transit centres**
- **1 new park and ride location at Campbell Road in conjunction with the City of St. Albert**



STAGE 1
Concept Plan Review to Finalize

SPRING TO MID-SUMMER 2017

STAGE 2
Preferred Design Concept

SUMMER TO WINTER 2017

STAGE 3
Preliminary Engineering
Sets the Stage for Construction

WINTER TO FALL 2018

- Options for LRT crossings of major roads and intersections
- LRT track and station alignment
- Station locations
- LRT design for community integration

- Create preferred design concept
- Present preferred design concepts to community and stakeholders
- Confirm preferred design concept

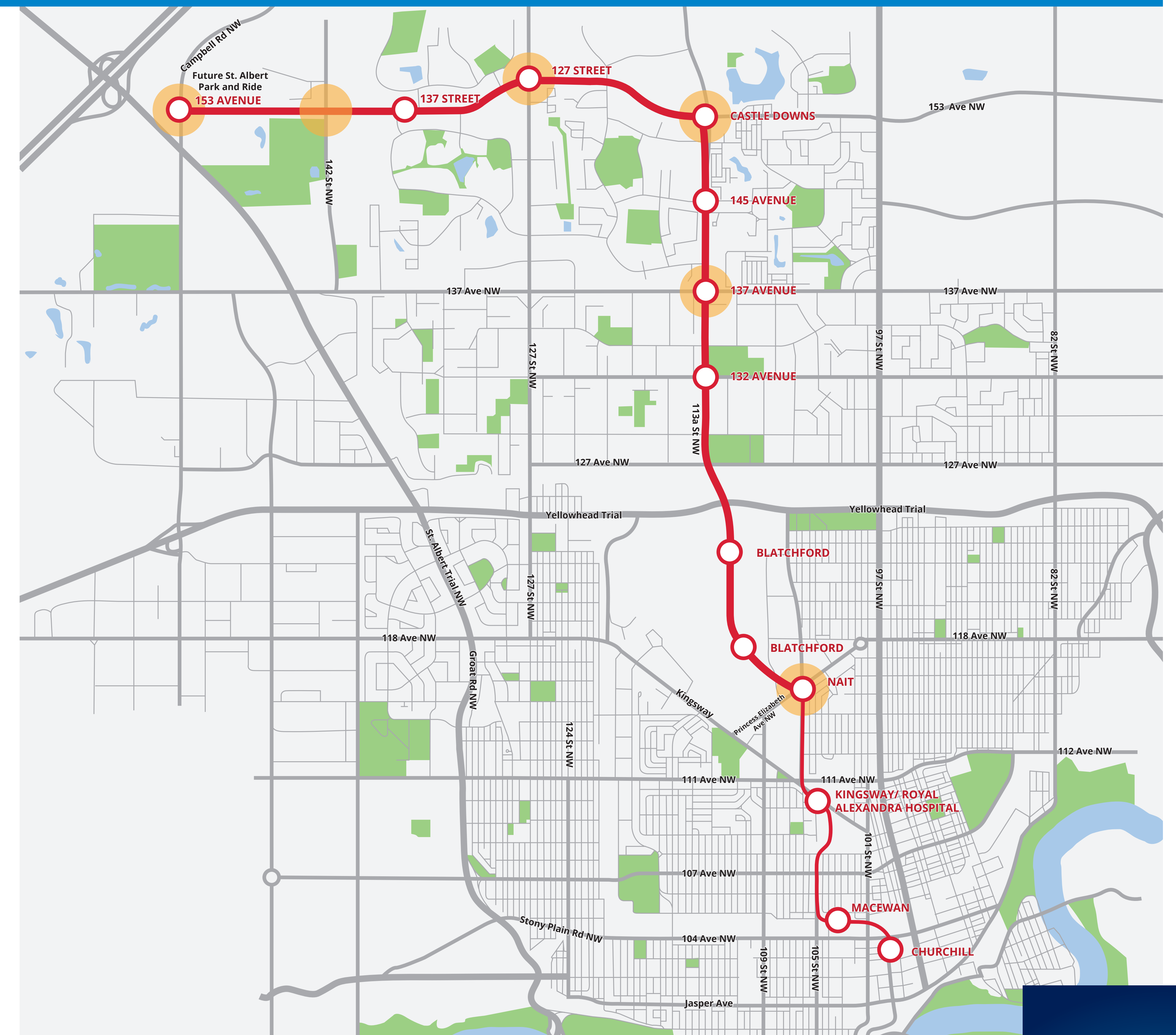
- Detailed infrastructure design
- Station area workshops with community and stakeholders
- Final engagement reporting
- Project moves into procurement phase

Metro Line

Northwest LRT Crossing Options

LRT road crossing options are being evaluated at the following locations:

-  **Princess Elizabeth Avenue NW**
-  **137 Avenue NW / Castle Downs Road NW**
-  **153 Avenue NW / Castle Downs Road NW**
-  **153 Avenue NW / 127 Street NW**
-  **153 Avenue NW / 142 Street NW**
-  **153 Avenue NW / Campbell Road NW**



The following criteria will be used in assessing the Metro Line NW LRT Crossing Options:

ACCESSIBILITY

How the various transportation modes link between one another and with adjacent developments.

NETWORK OPERATIONS

How the surrounding and broader transportation network is impacted.

URBAN DESIGN & SOCIAL ENVIRONMENT

How the surrounding communities and stakeholders are impacted.

FEASIBILITY & CONSTRUCTION

Feasibility, cost and risk assessments.

Metro Line Northwest LRT Crossing Options

Please tell us what you think the issues and opportunities are for each type of crossing option for the Metro Line.

**Elevated LRT
Example**



**Surface LRT
Example**












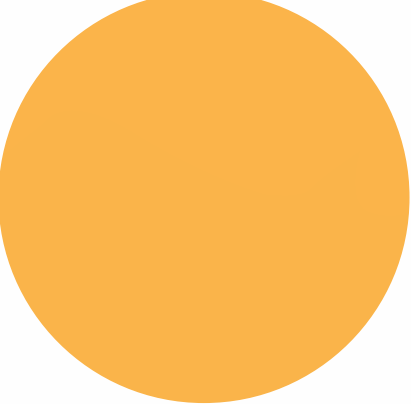

**Below grade LRT
Example**



In Your Community

Now, please go to the centre table where you will see a map of the alignment. Using the icons below, place them on the key destinations and access routes to the LRT in your community.

What the icons represent

- | | | | |
|---|-------------------|---|--------------------|
|  | Grocery Shopping |  | Church/Religion |
|  | Retail Shopping |  | Home |
|  | Recreation Centre |  | School |
|  | Park |  | Restaurants |
|  | Work |  | Other Destination? |
|  | Health/Hospital | | |

