

Preliminary Design for Edmonton's Southeast to West Light Rail Transit

September 24, 2012 - Area 4 – Strathearn to City Centre West



Tonight's Agenda

- Meeting Purpose
- Public Involvement
- SE to West LRT Overview
- Preliminary Design – Area 4
- Next Steps
- Question and Answer





MEETING PURPOSE



Meeting Purpose

- To build upon input received from Stage 3 Public Involvement
- To present preferred preliminary design for Area 4 and other key components of route
- To present rationale for recommendations
- To receive feedback to help confirm the preferred preliminary design
- To respond to questions

Project Schedule

Where were we?

Conceptual Design: 2009 - 2011 (Completed)

City Council Approval of Concept Plan: 2011 - 2012 (Completed)



Where are we going?

Public Involvement and Communication: 2011 - 2013 (In Progress)

Preliminary Design: Completed in Fall 2013

Detailed Design and Construction: In Future



PUBLIC INVOLVEMENT

Public Involvement Process

Concept Planning: 2009 – 2011

Preliminary Design:

Stage 1 – Pre-Consultation – February 2012

Stage 2 – Initiation – March – May 2012

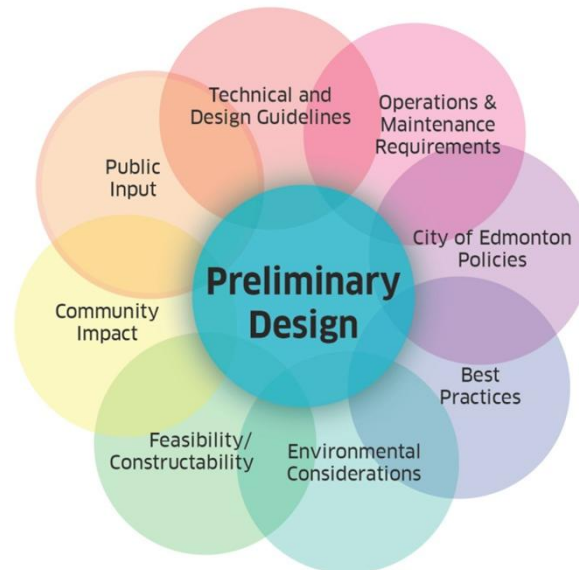
Stage 3 – Consultation – May – November 2012

Stage 4 – Refinement – September 2012 – June 2013 ← WE ARE HERE

Stage 5 – Conclusion – January – December 2013

How Your Input is Used

- Public input:
 - Is valuable
 - Informs Preliminary Design along with other information
 - Has been incorporated into the materials presented tonight





What We Heard – Stage 3

WHAT WE HEARD

- Confirmation of stop themes
- Preference for signature or contemporary river bridge—less visual impact
- Preference for organic shaped shelter canopy
- Value for pedestrian realm and LRT access
- Access to businesses and residences a priority
- Bicycle parking is priority

WHAT WE HAVE DONE

- Stop themes presented tonight
- Feedback along with technical and cost used to create shortlist of 3 for City Council decisions
- Organic shelter canopy will be used
- Pedestrian access is priority—new and retained crossings on corridor plans
- New, retained and relocated accesses on corridor plans
- Bicycle parking located at all stops/stations

Stage 4 - What We Need From You

- Your feedback on the preferred preliminary design presented tonight
- Where possible, input will be incorporated into the recommended preliminary design that will be presented to you at Stage 5
 - SE to Downtown - February 2013
 - Downtown to West – Fall 2013



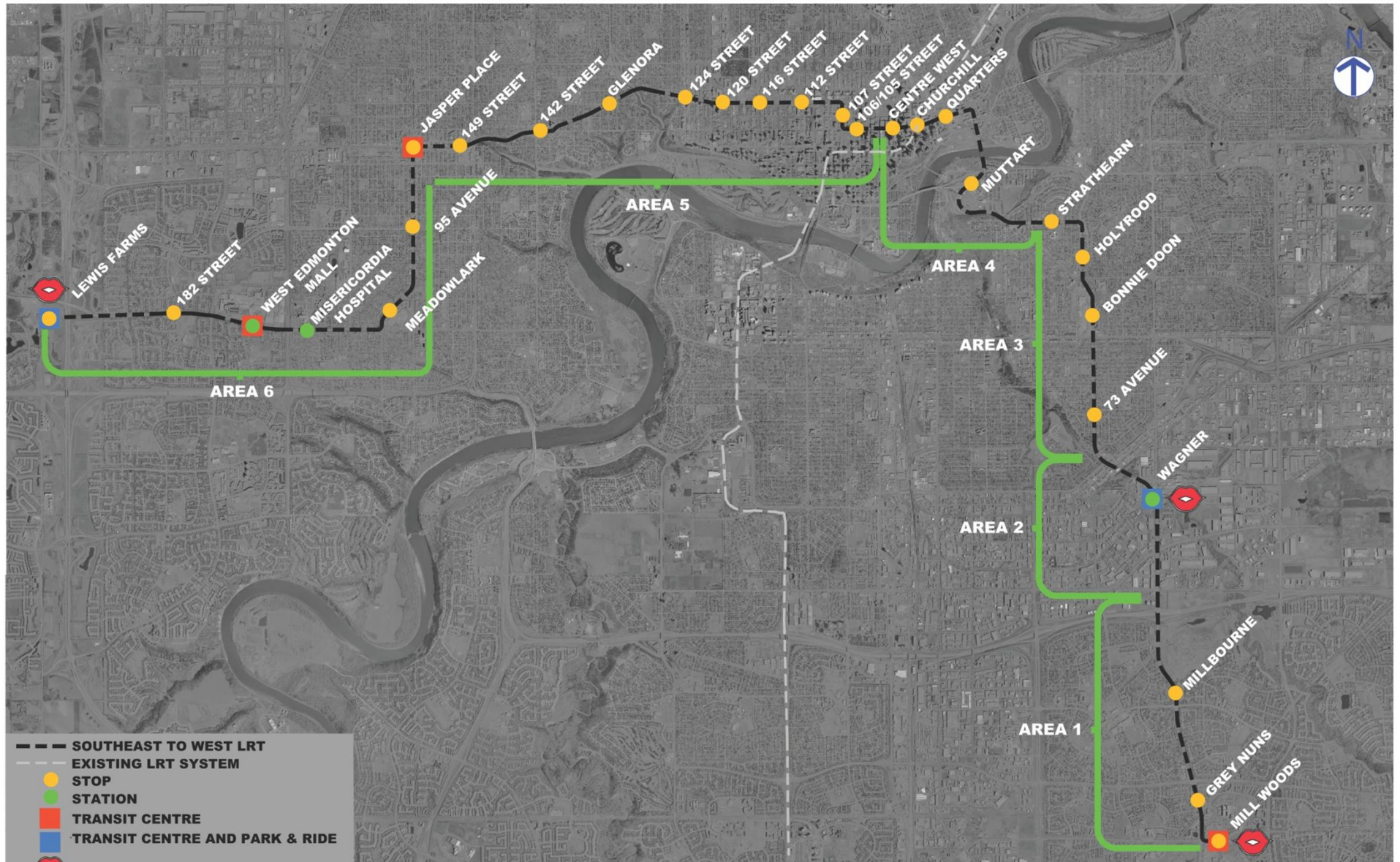
SE TO WEST LRT



SE to West LRT Facts

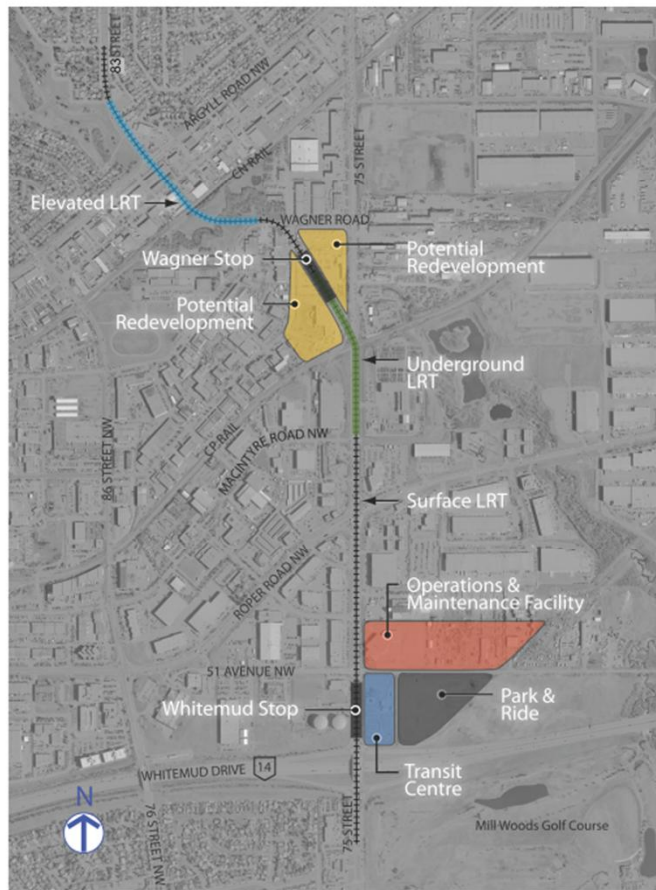
- 27 km route – Mill Woods to Lewis Farms
 - 3 stations and 25 stops
 - Integrated with 5 transit centres
 - 2 Park and Ride sites (Wagner, Lewis Farms)
 - Kiss 'N' Ride drop-off sites
- Vertical connection to existing LRT at Churchill Station
- Low floor technology – curb access, less infrastructure,
- “Edmonton” urban style
- Trains run on approximately 5 minute intervals
- Trains share traffic signals but not right-of-way

Approved Corridor



Approved Concept Plan Amendment

Original Concept Plan (2011)



Approved Amendment to Concept Plan (July 2012)



Connors Road Amendment

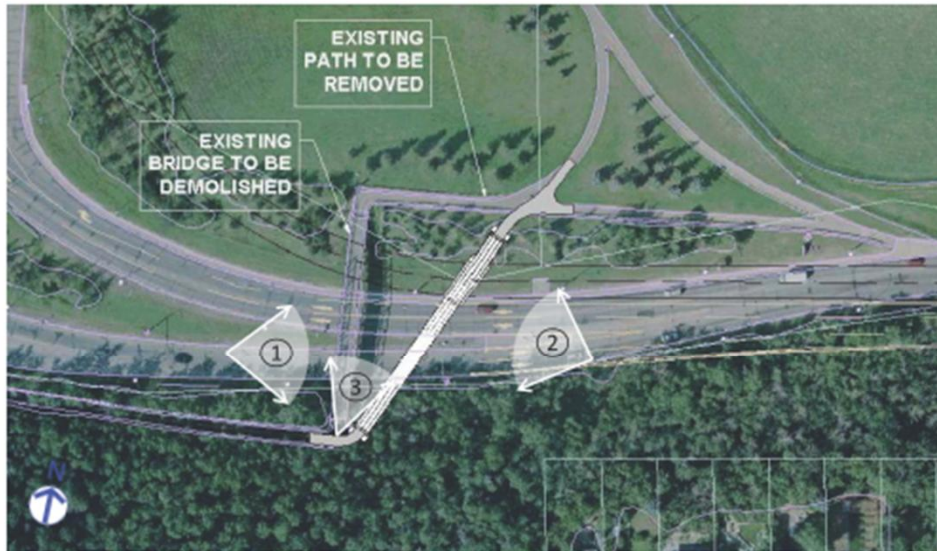
Concept Road Design



Alternative Road Design



Connors Road Pedestrian Bridge



Site Overview





PRELIMINARY DESIGN OVERVIEW – AREA 4



Basic Principles

- Stops/stations
 - Integration into neighbourhood
 - Good connections with bus network
 - Kiss 'N' Ride where possible
 - Bicycle parking at each stop/station
 - Infrastructure size based on ridership projections
- Community and business accesses are priority
 - Vehicle
 - Pedestrian
 - Bicycle
- Keep it green

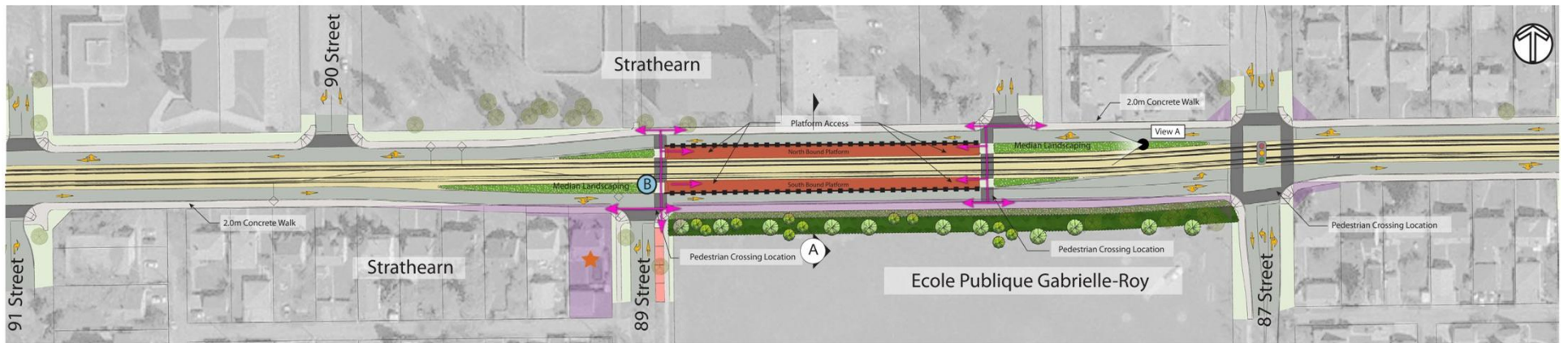
- Traction Power Sub Stations
 - Locations
 - Screening
- Travel time
- Property acquisition
 - As per concept plan
 - Additional
- Vehicle selection
- Track types



Ongoing/Update (continued)

- Gates, lights and bells
- Noise/vibration studies
- Budget and Timeline

Strathearn Stop



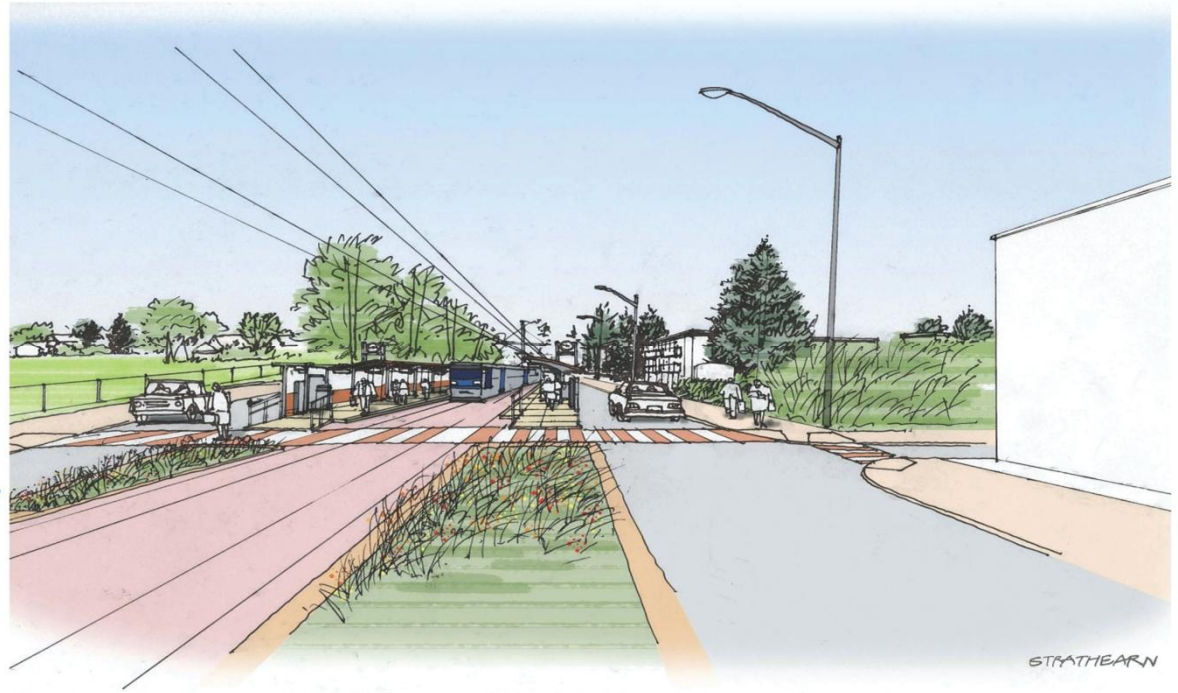
Strathearn Theme



“Historic – neighbourhood is over 100 years old – integrate LRT with the mature look of it”

“Heritage theme for Strathearn stop”

Elements below reflect
What We Heard from Stage 3



ELEMENTS
 SIMILAR
 TO THESE:



BENCHES
 • clean contemporary lines with historic flair



GARBAGE BINS
 • match benches



RETAINING WALLS
 • natural stone look



PAVING
 • patterned paving stone (appearance)
 • not grey

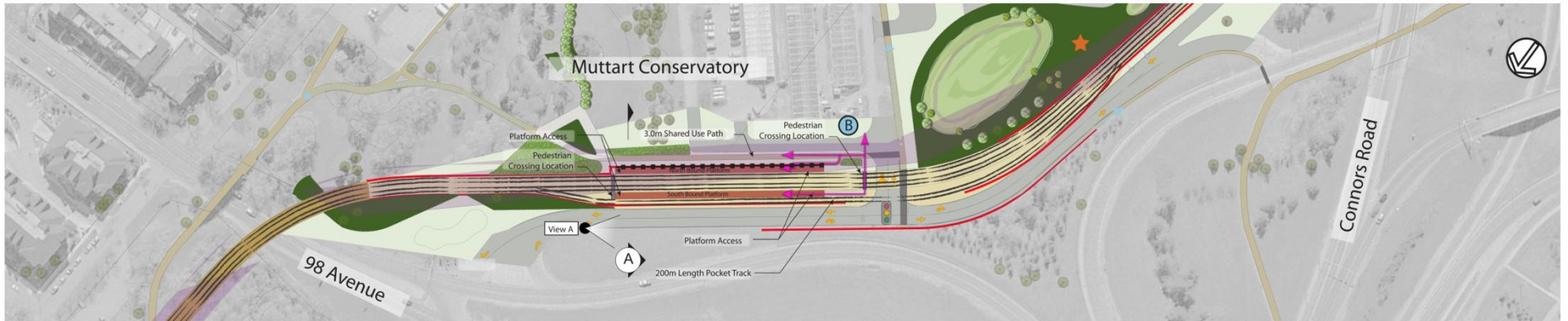


COLUMN WRAPS
 • brick
 • historic feel



RAILING
 • simple lines
 • visually permeable

Muttart Stop



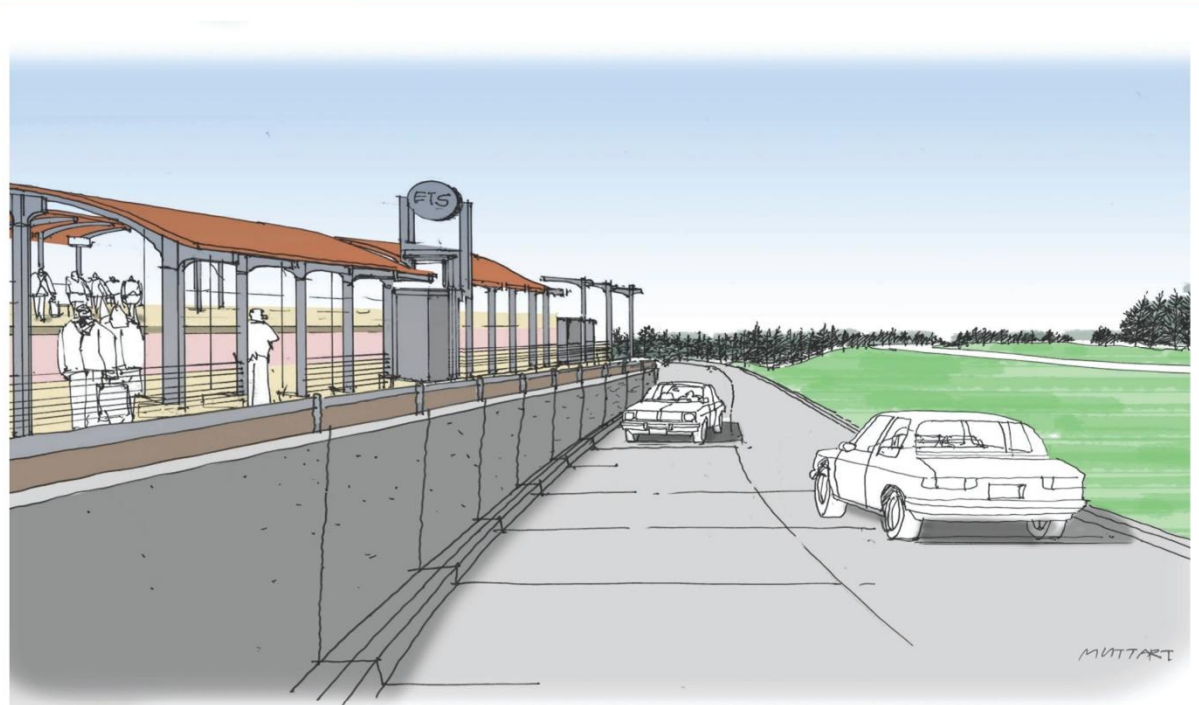
Muttart Theme



“Francophone Theme/Folk Fest Theme/Muttart Theme – blend”

“...minimalistic and not take away from the look and feel of the River Valley itself”

Elements below reflect
What We Heard from Stage 3



ELEMENTS
 SIMILAR
 TO THESE:



- BENCHES**
- wood back and seats
 - simple



- GARBAGE BINS**
- wood
 - simple



- RETAINING WALLS**
- natural look



- PAVING**
- natural look

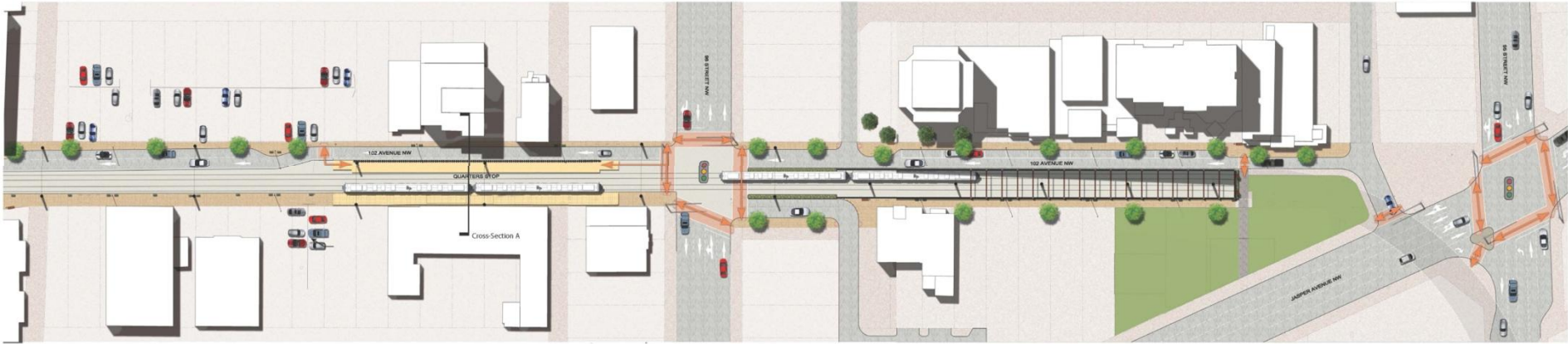


- COLUMN WRAPS**
- wood appearance



- RAILING**
- unobtrusive

Quarters Stop



Quarters Theme



“An Oriental theme”

“Historic Chinatown”

Elements below reflect
What We Heard from Stage 3



ELEMENTS
SIMILAR
TO THESE:



- BENCHES**
- metal with some curves



- GARBAGE BINS**
- metal with some curves



- PAVING**
- paving stone look
 - not too fine a pattern



- COLUMN WRAPS**
- harmonize with river valley

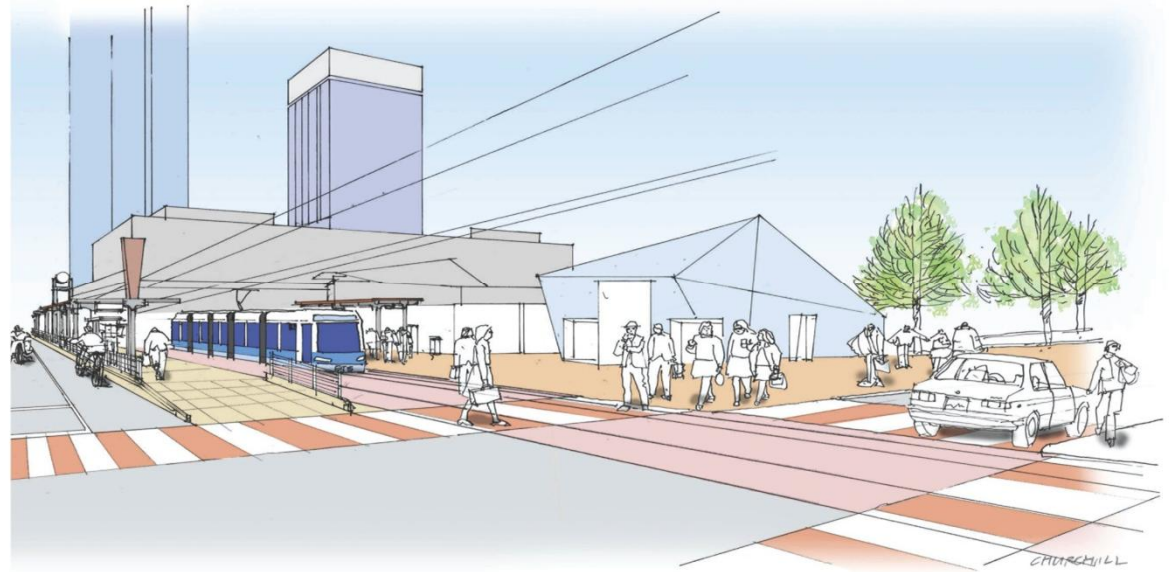


- RAILING**
- simple lines
 - visually permeable

Churchill Stop



Churchill Theme



"...inspiration from Churchill Square"

Elements below reflect
What We Heard from Stage 3

ELEMENTS
SIMILAR
TO THESE:



- BENCHES**
- clean contemporary
 - artistic feel
 - wood seat



- GARBAGE BINS**
- wood clean contemporary lines



- PAVING**
- scored concrete
 - textured

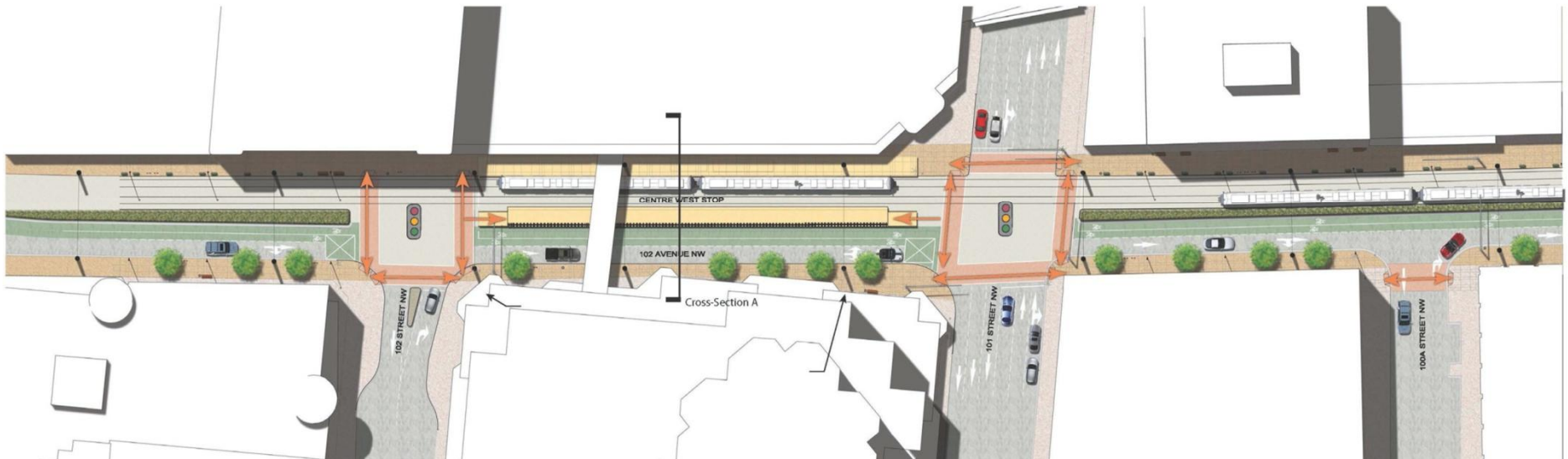


- COLUMN WRAPS**
- contemporary

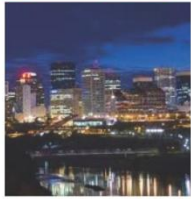


- RAILING**
- contemporary
 - highly permeable visually

Centre West Stop

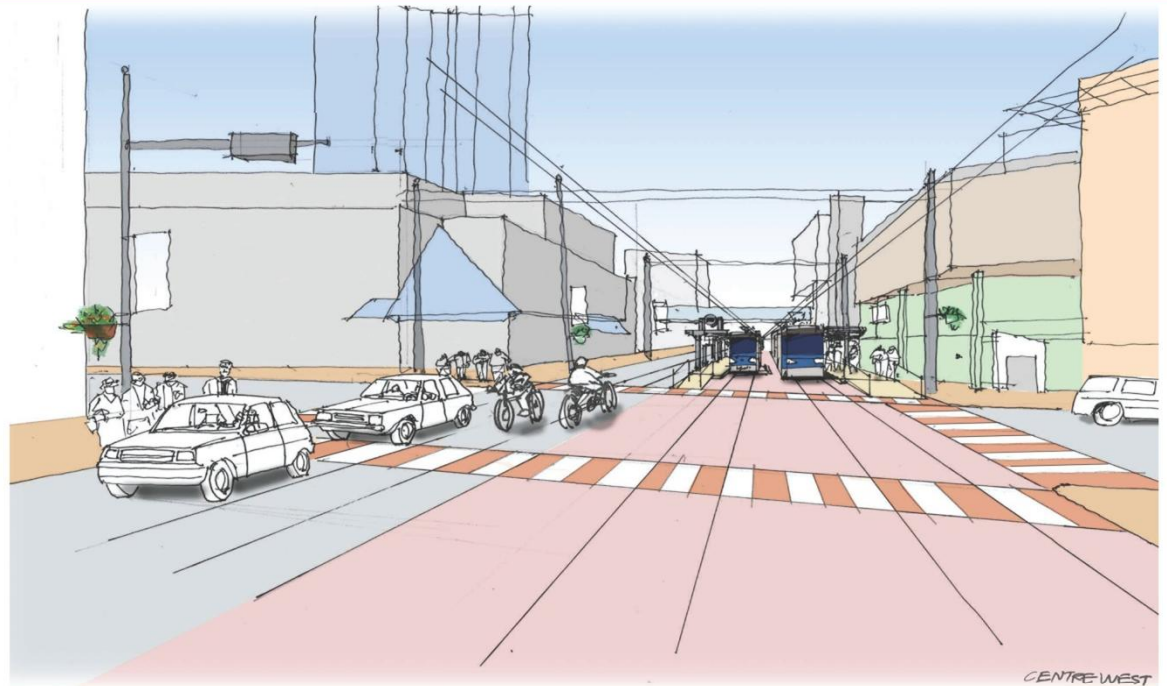


Centre West Theme



“Consistent urban look and feel of downtown”

Elements below reflect
What We Heard from Stage 3



ELEMENTS
SIMILAR
TO THESE:



- BENCHES**
- metal
 - clean lines



- GARBAGE BINS**
- metal
 - recycling



- PAVING**
- scored concrete
 - textured



- COLUMN WRAPS**
- contemporary stone and tile



- RAILING**
- contemporary
 - permeable visually

Preferred Stop Canopy – Organic

- Steel Structure
- Metal and wood canopy
- Glass shelters
- Unique concrete finishing
- Preferred for residential areas



Access and Corridor



North Saskatchewan River Bridge



Option 1 - Cable stayed bridge looking Northwest



Option 3 - Variable box girder bridge looking Northwest



Option 2 - Extradosed bridge looking Northwest



NEXT STEPS



Next Steps – SE to Downtown

- Incorporate any final comments into Preliminary Design
- Complete Preliminary Design
- Present recommended preliminary design to you – February 2013



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QUESTIONS