

Concept Planning Study Northwest LRT (NAIT to NW City Limits) Transportation Committee – May 1, 2013



LRT Update

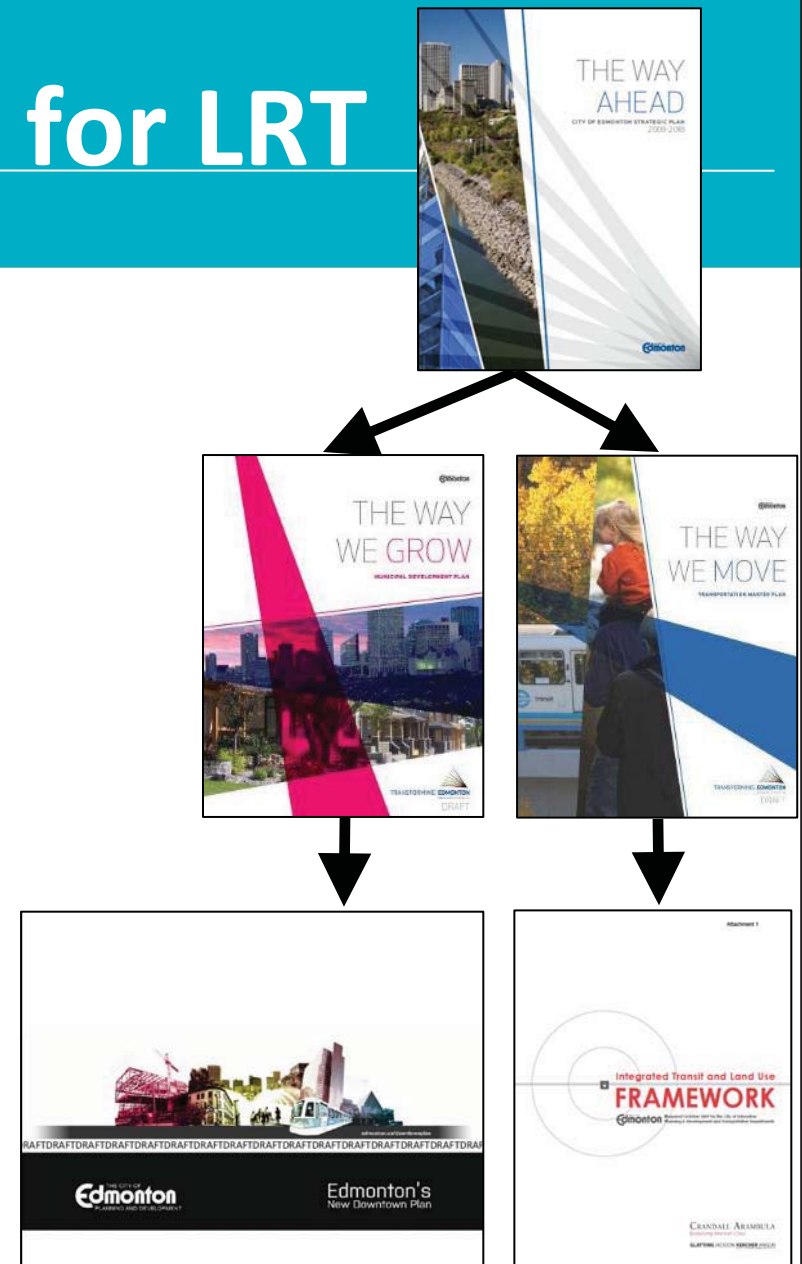
	Planning		Preliminary Engineering	Detailed Engineering	Construction Complete & Opened
	Corridor Definition	Alignment Definition			
South LRT (Health Sciences to Century Park)	✓	✓	✓	✓	✓
North LRT (Downtown to NAIT)	✓	✓	✓	✓	2014
South LRT (Century Park to Ellerslie Road)	✓	✓	✓		
Northeast LRT (Clareview to Gorman)	✓	✓	✓		
Southeast to West LRT (Mill Woods to Lewis Estates)	✓	✓	2013		
Northwest LRT (NAIT to Northwest Edmonton)	✓	2013			
Central Area Circulator	TBD	TBD			
East LRT (Downtown to Sherwood Park)	TBD	TBD			

LRT PLANNING: PROJECT BACKGROUND

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.”

Approved 2009



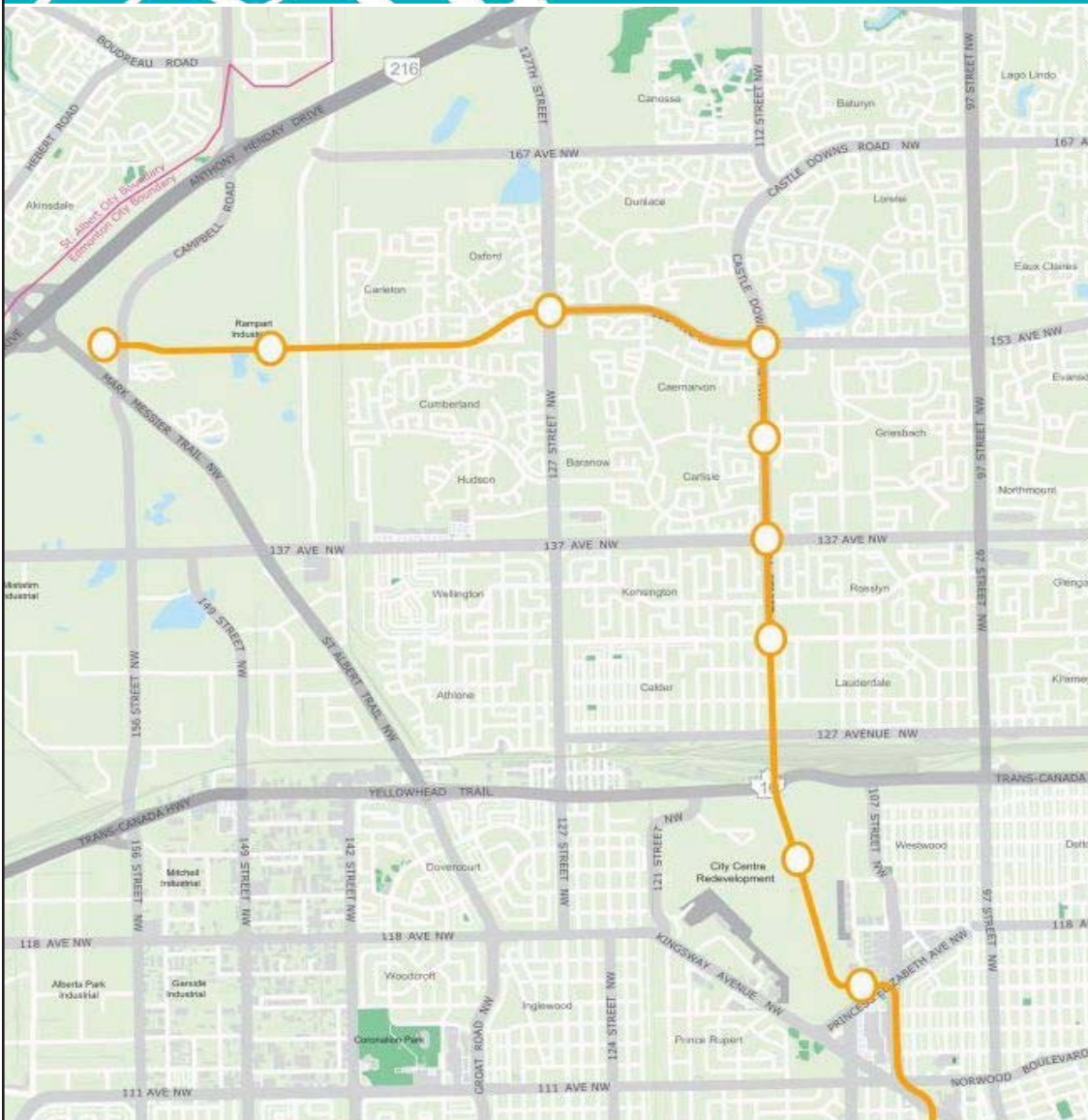
LRT Network Plan



Approved June 2009



NW LRT Approved Corridor



- Corridor fixed:
 - Approved by City Council, July 2010

NW LRT Facts

- Partner with City of St. Albert
- NAIT to northwest City limits
- 11 km
- Proposed 9 stations
- Existing Edmonton style high floor vehicle (extension of existing line)
- Anticipated travel time from Campbell Road
 - 30 minutes to Downtown
 - 40 minutes to University
- Urban style design

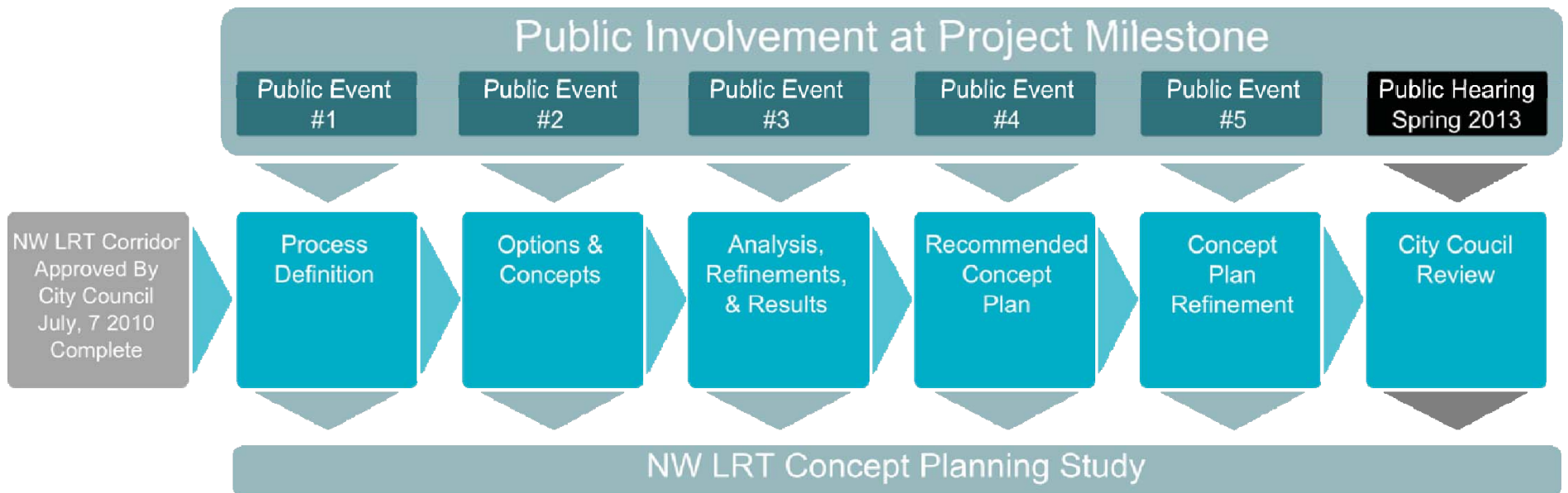


Concept Plan Objectives

- 2012 Concept Planning Study
 - Defines location of tracks
 - Defines stations
 - Identifies property requirements
 - Considers auto access/traffic
 - Considers cyclists, pedestrians & bus users
 - Prepare Concept Cost Estimate
 - Provides information to begin preliminary engineering



Project Process

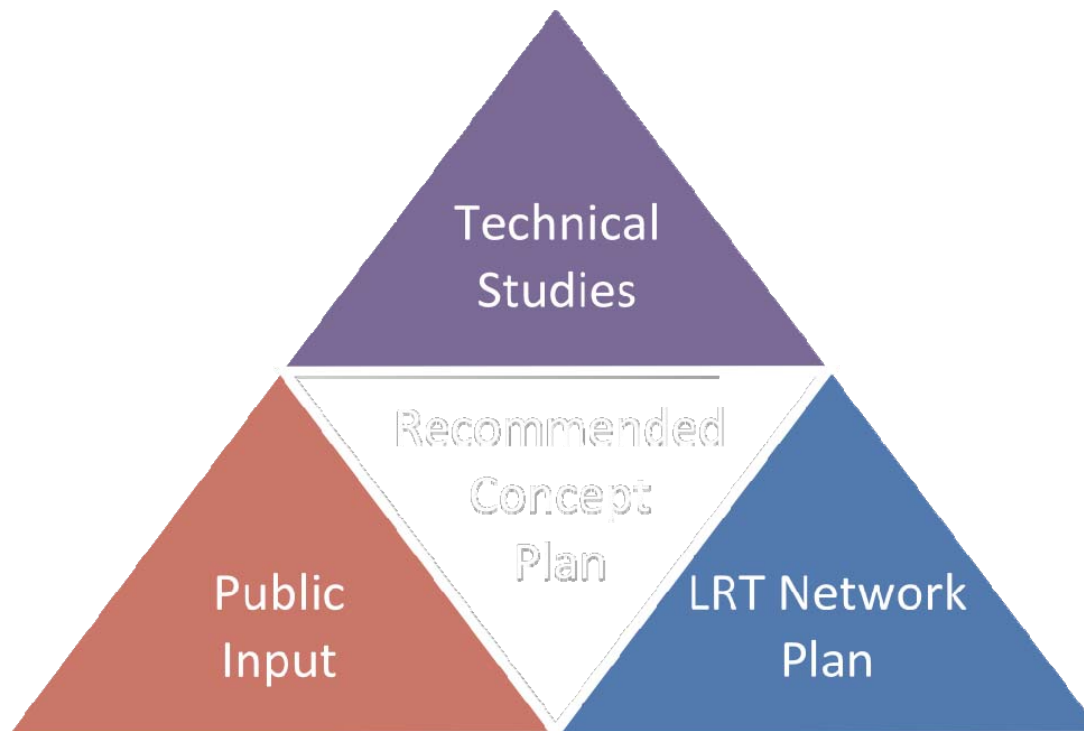


What We Heard

- Construction Timing
- Noise Impacts
- Traffic Congestion
- Property Acquisition
- Impacts to Aesthetics
- General Safety and Crime
- Pedestrian Safety

Evaluation

Three components impact the decisions contributing to the recommended concept design.



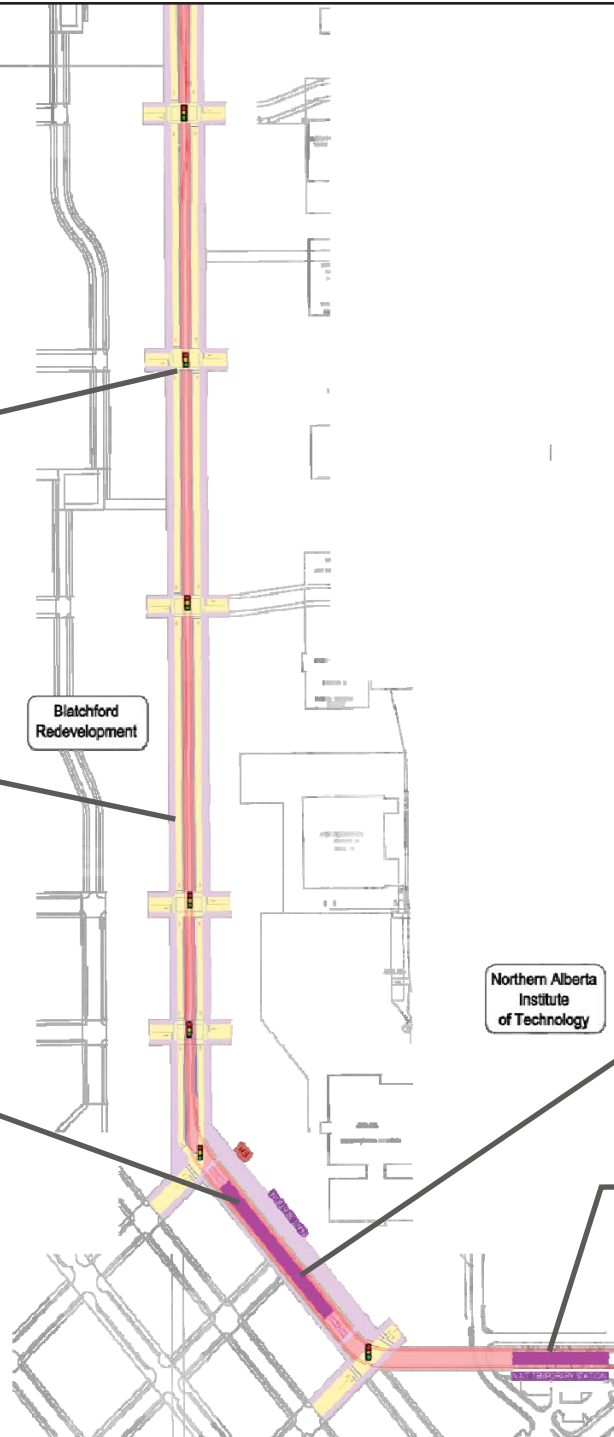
RECOMMENDED CONCEPT PLAN

Blatchford Redevelopment

New traffic signals to accommodate LRT and vehicle movements

Generic road layout shown. Further development will be carried out by the Blatchford Team, which may include features such as pedestrian facilities and on-street parking.

New NAIT Station



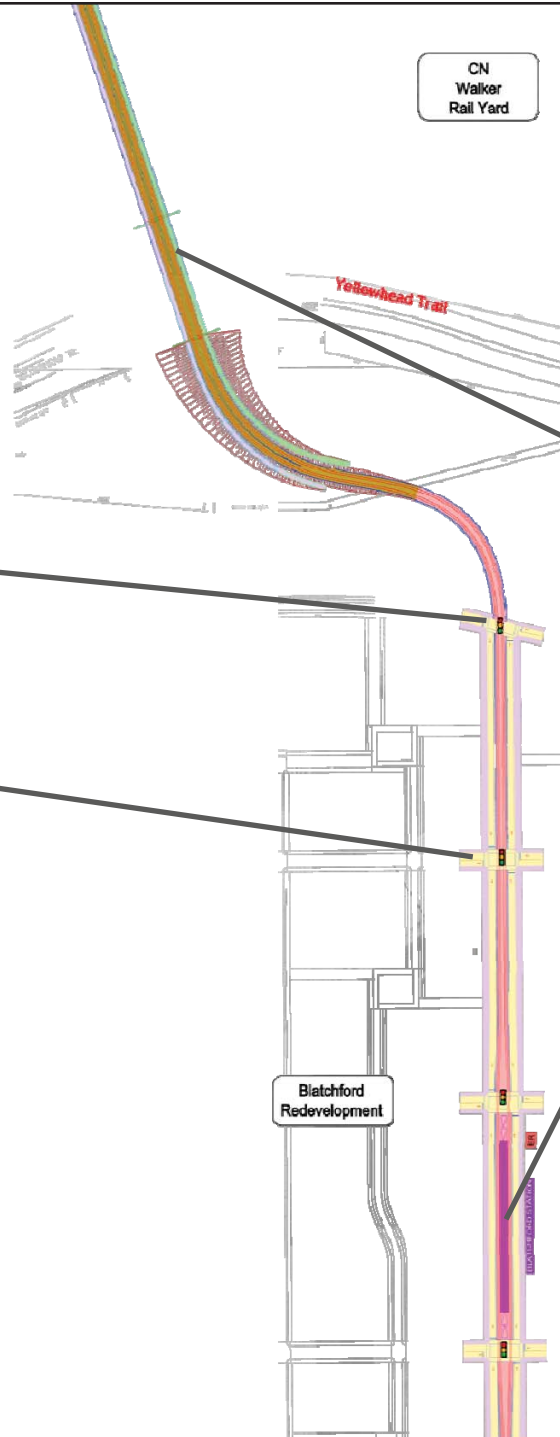
Blatchford Redevelopment

Northern Alberta Institute of Technology

Provides 5 Car LRT train station integrated with proposed Blatchford Redevelopment

Temporary NAIT Station

Blatchford Redevelopment



New traffic signals to accommodate LRT and turning vehicles

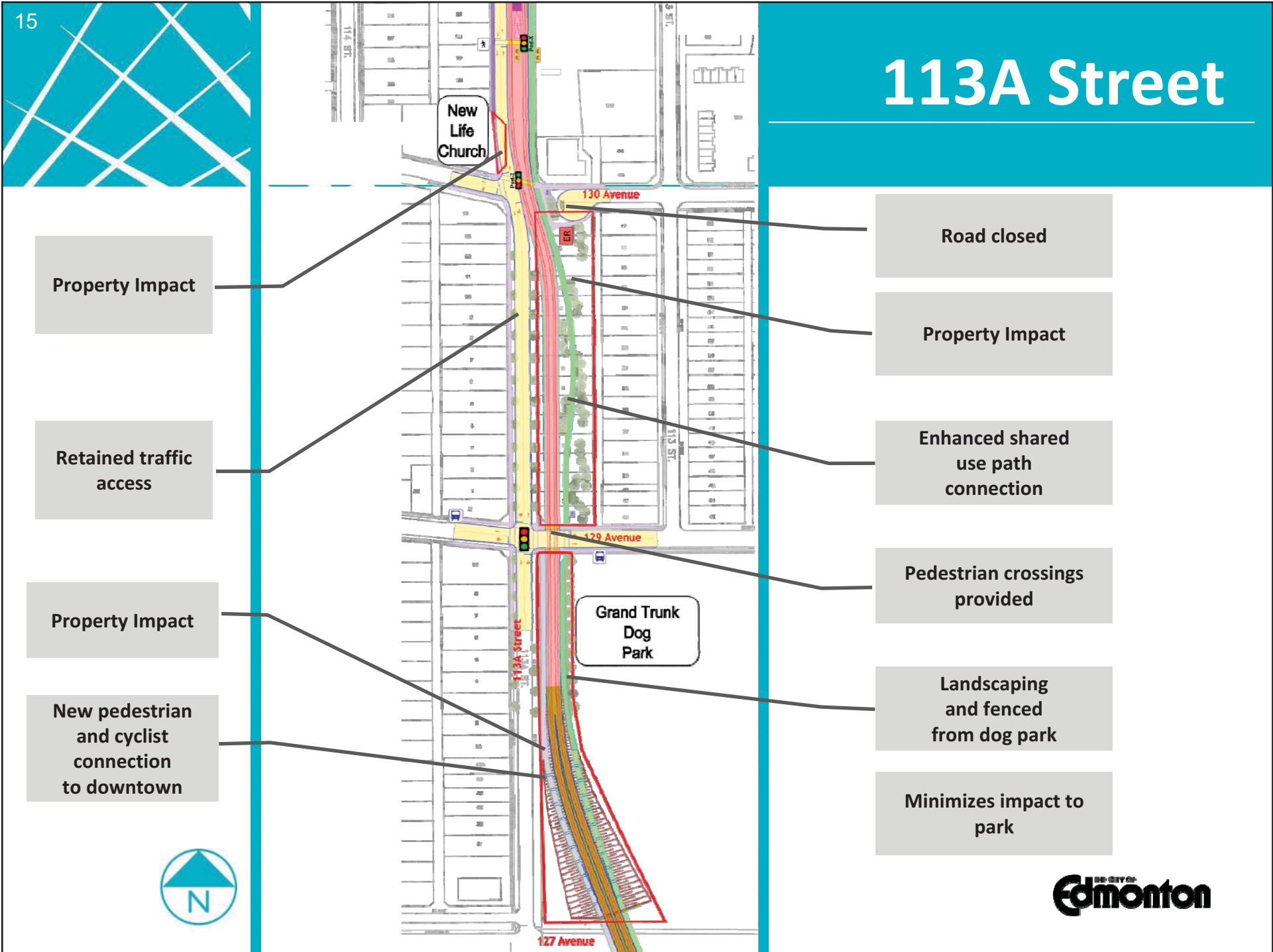
Generic road layout shown. Further development will be carried out by the Blatchford Team, which may include features such as pedestrian facilities and on-street parking.

New pedestrian and cyclist connection to Blatchford Redevelopment & Downtown

Station position Integrated with Blatchford Redevelopment



113A Street



Property Impact

Retained traffic access

Property Impact

New pedestrian and cyclist connection to downtown

Road closed

Property Impact

Enhanced shared use path connection

Pedestrian crossings provided

Landscaping and fenced from dog park

Minimizes impact to park



132 Avenue

Reduced traffic south of 137 Avenue

Retained on-street parking

Property Impact

Pedestrian crossings provided

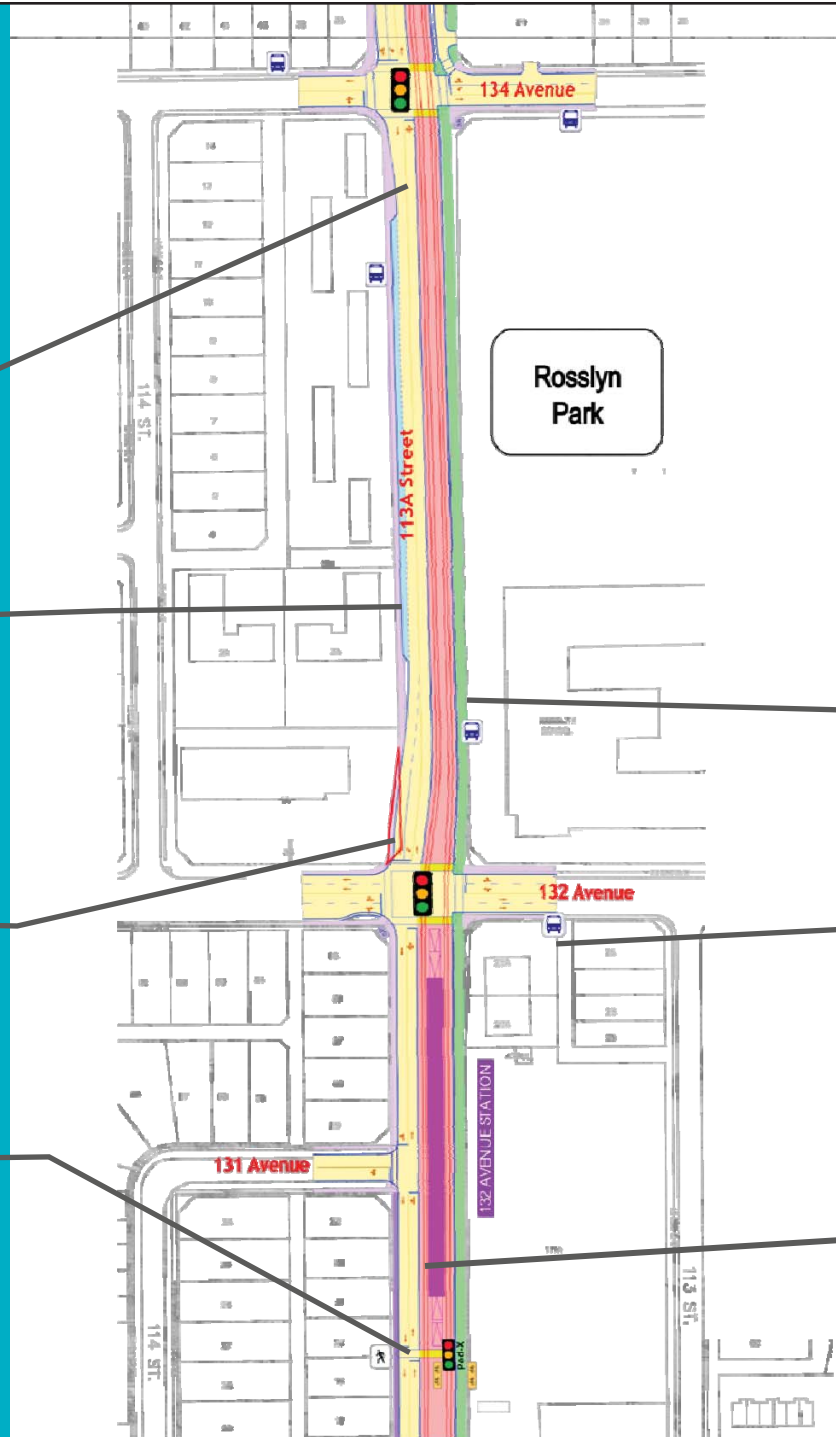
Rosslyn Park

Increased accessibility for both nearby schools and activity centres

Shared use path

Easy bus interchange

No property Impact



137 Avenue



Removal of channelized right turns lanes to improve pedestrian crossing

Reprogrammed traffic signal to accommodate LRT and turning movements

New traffic signal to accommodate pedestrians

Traffic lanes reduced south of 137 Avenue

Pedestrian crossings provided

Local service road and parking provided

Shared use path



137 Avenue

New traffic signal to accommodate LRT and bus turning movements

Kiss & Ride

Access to Castle Downs Shopping Centre

Castle Downs Shopping Centre

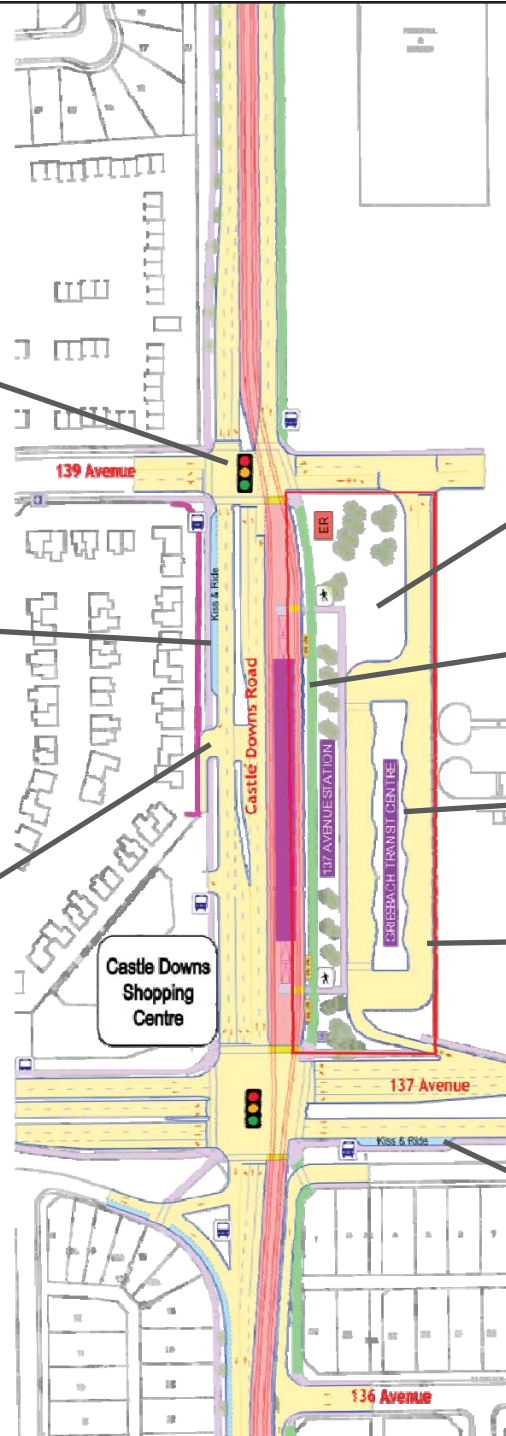
Potential for alternative design featuring transit oriented development & direct connection to buses

Shared use path & cycle facilities

Transit Centre

Property Impact

Kiss & Ride



145 Avenue

New traffic signal to accommodate LRT and turning movements

Kiss & Ride

Pedestrian crossings provided & cycle facilities

Station located to serve existing and future communities

Potential for higher density development

Shared use path

Property Impact

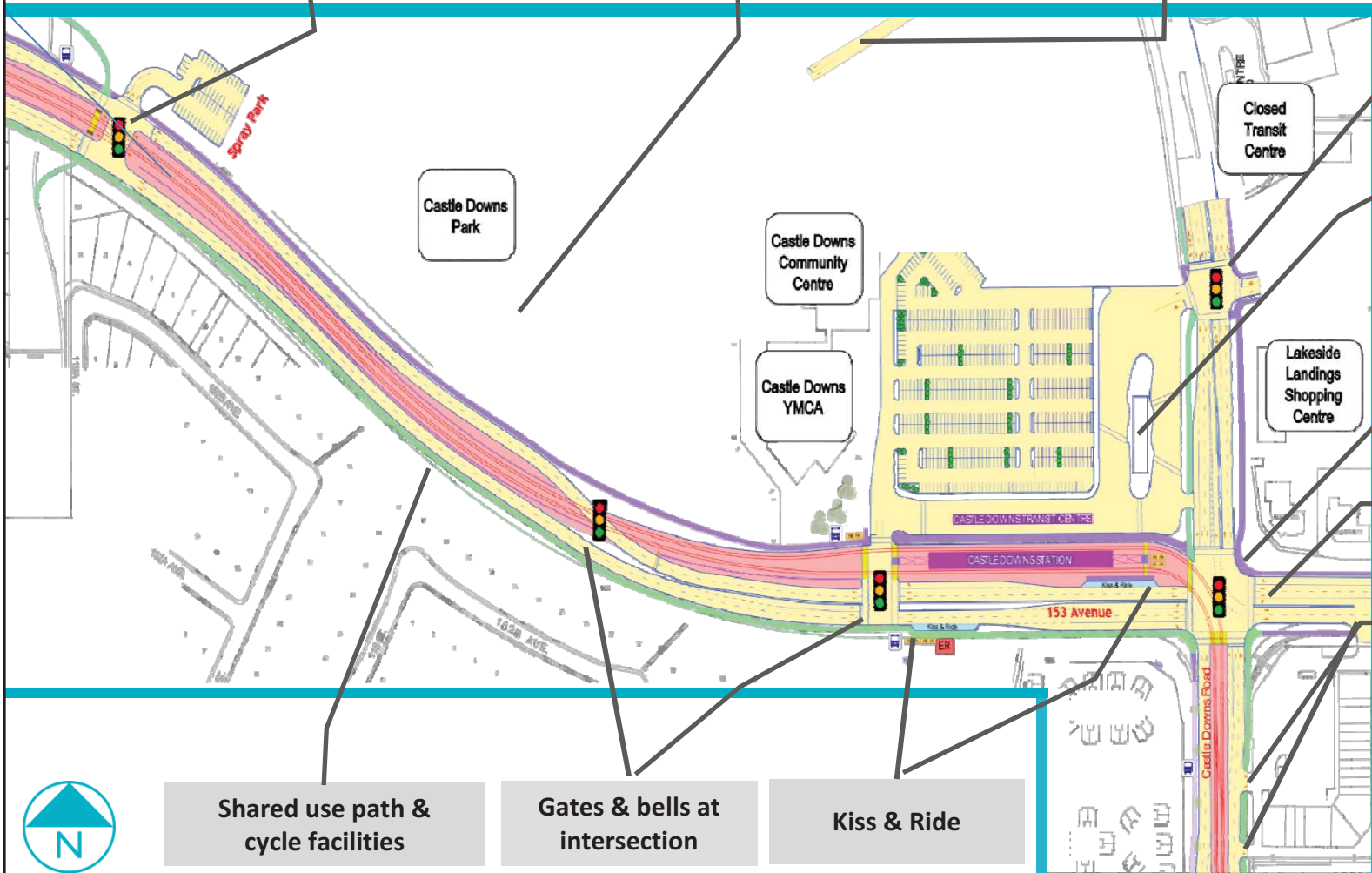


Castle Downs

Revised access and new traffic signal for Castle Downs Spray Park

Supports future school development & connects to activity centres

New access to Castle Downs YMCA



Pedestrian crossings provided

Transit Centre

Removal of channelized right turns lanes to improve pedestrian crossing

Retained traffic lanes at intersection

Retained access

Shared use path & cycle facilities

Gates & bells at intersection

Kiss & Ride

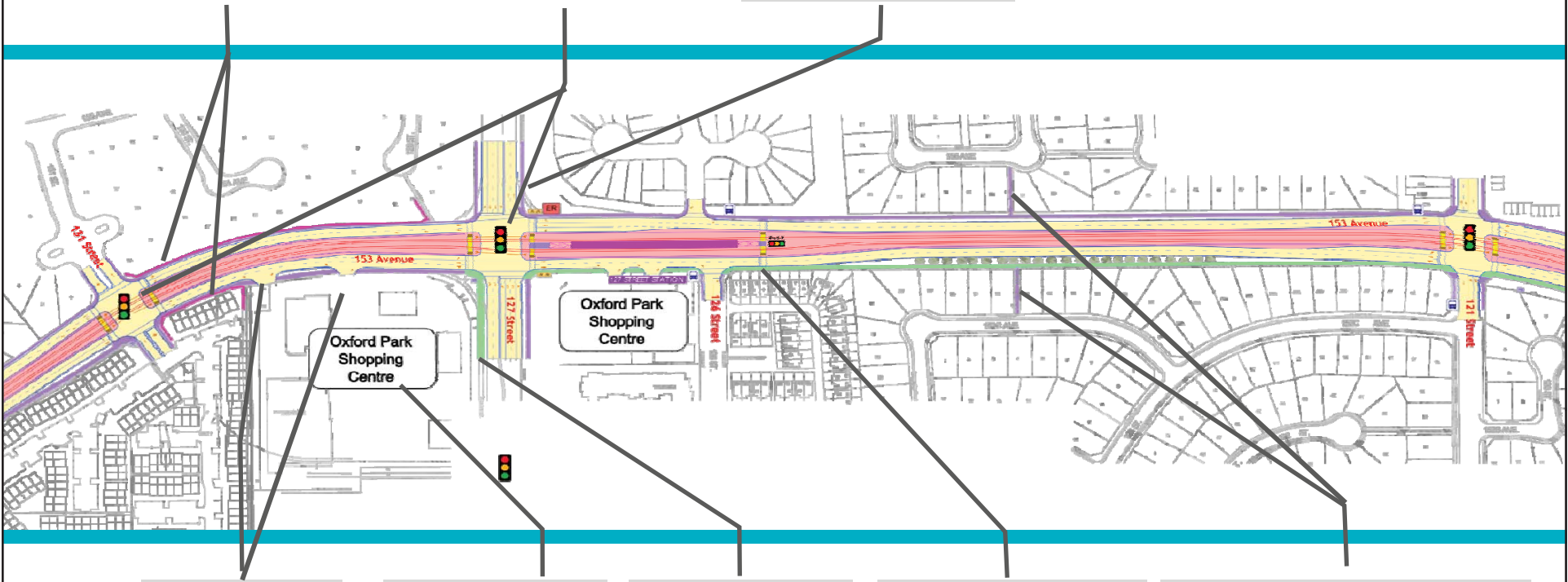


127 Street

Potential noise attenuation due to closer proximity of traffic lanes

Gates & bells at intersection

Opportunity for bus interchange on 127 St



Oxford Park Shopping Centre

Oxford Park Shopping Centre

Retained access

Connection to activity centres

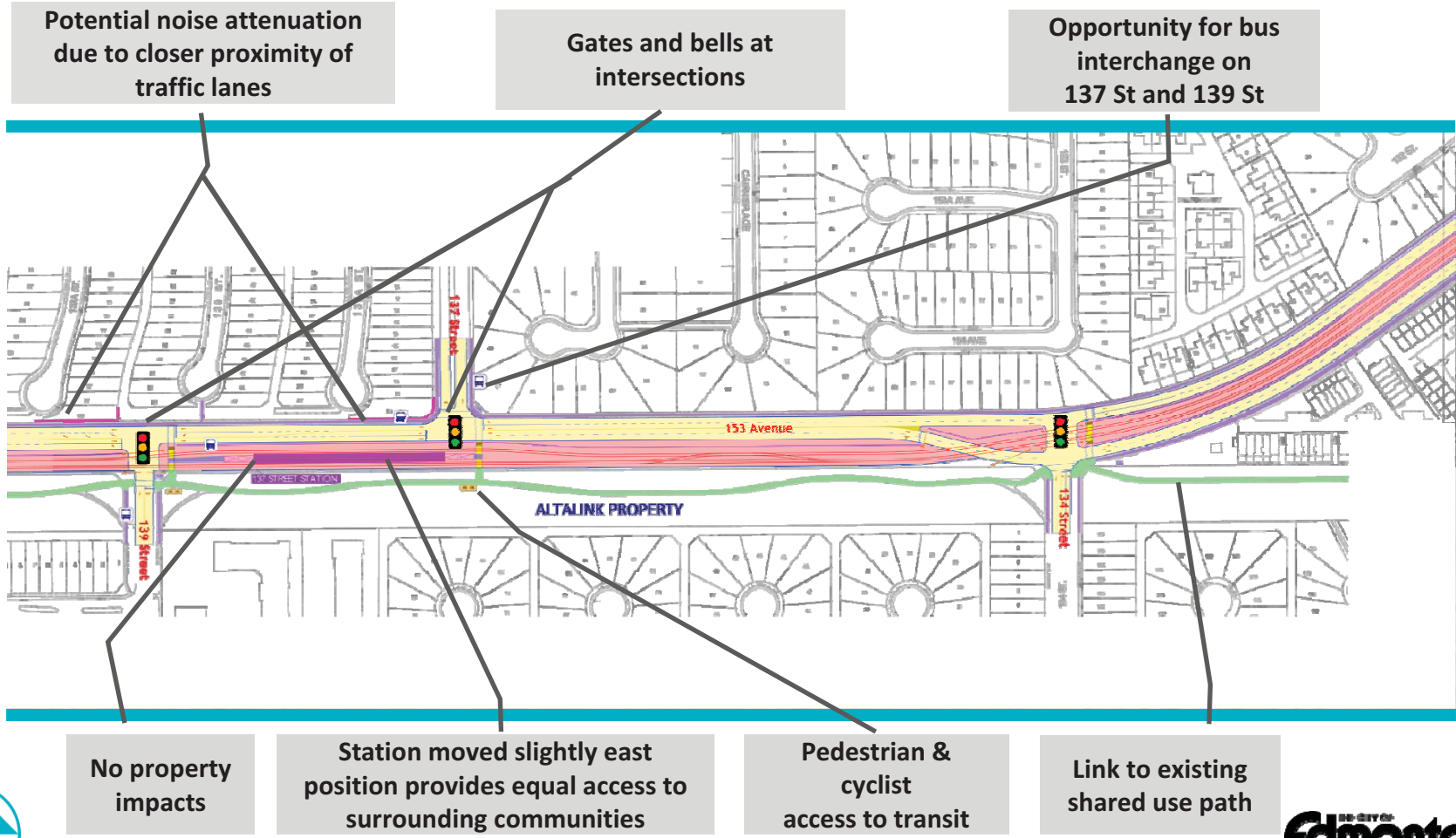
Link to existing shared use path

Pedestrian access to LRT

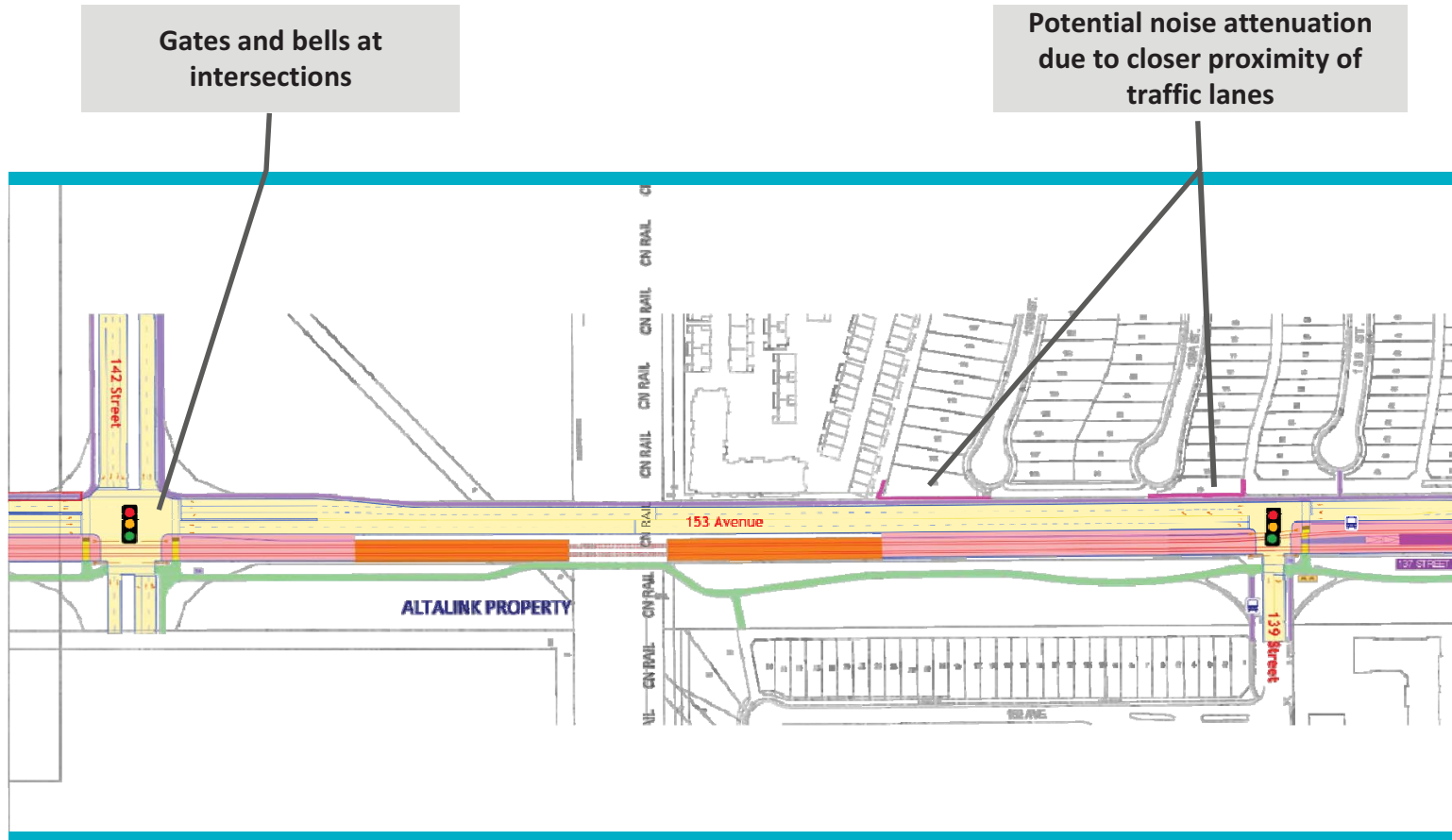
Opportunity to create pedestrian connections to community



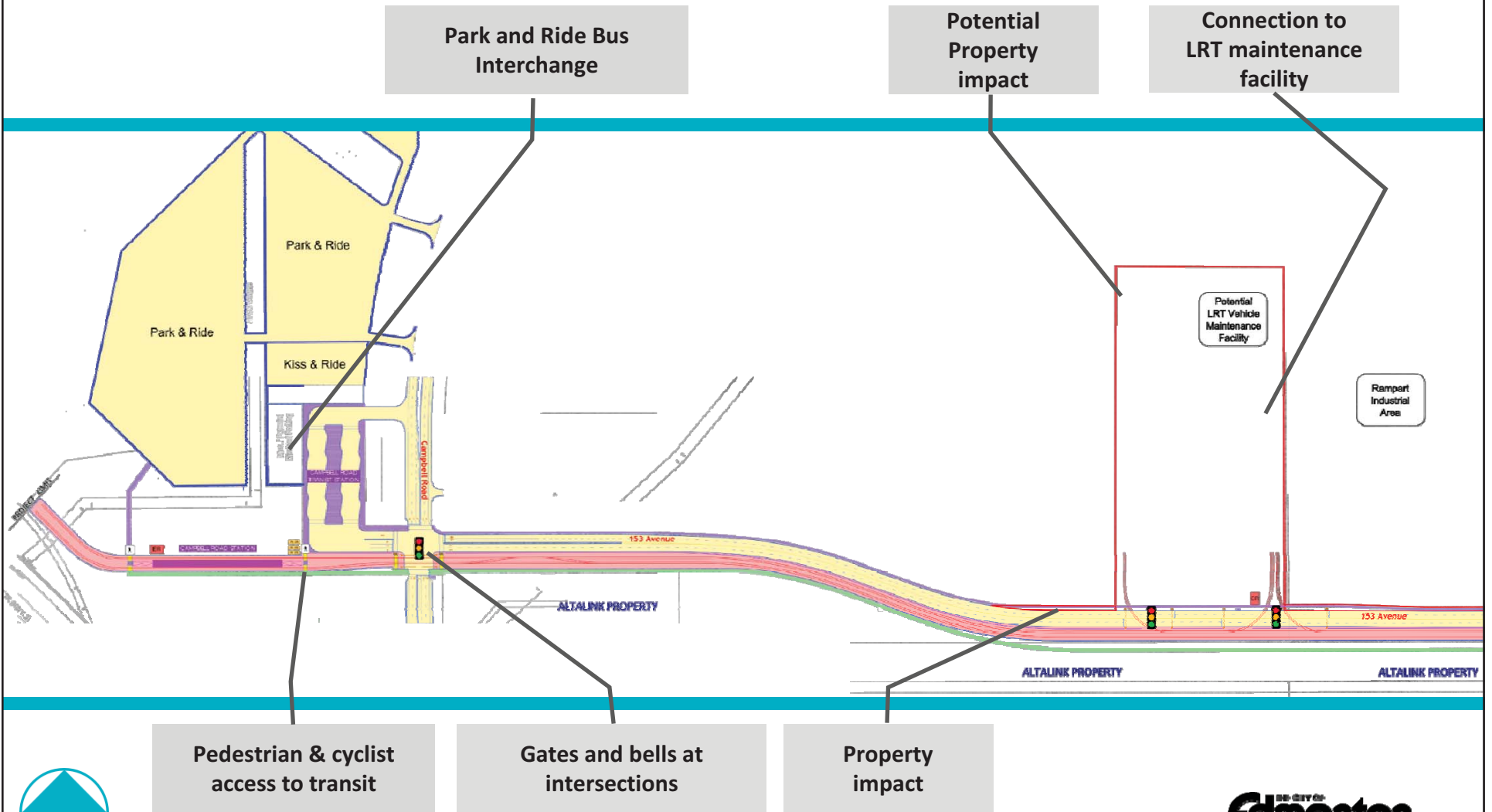
137 Street



142 Street



Campbell Road



Thank you!