

CAPITAL LINE SOUTH LRT EXTENSION

Century Park to Ellerslie Road

June 2018 Bulletin

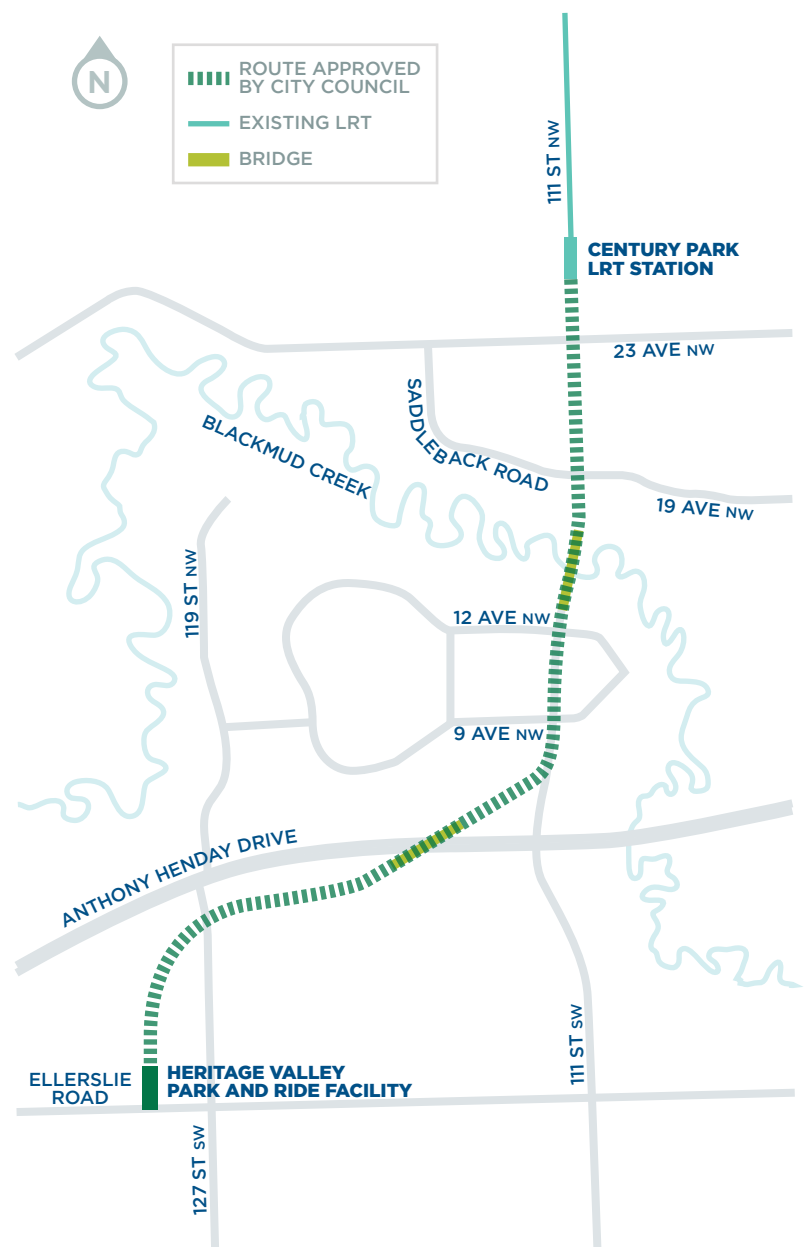
Edmonton

IT'S ABOUT VALIDATION!

The Capital Line South LRT Extension (CLSE) project, from Century Park to Ellerslie Road, which started in June 2017, will validate the 2010 preliminary design and confirm if it still meets the needs of the city as a whole and the communities along the route. A few new items are being considered such as: grade separations (tracks over or under the road) at Ellerslie Road, and along 111 Street at 9 and 12 Avenues and Saddleback Road; an LRT stop at Twin Brooks; and confirming the site for an Operations and Maintenance Facility at the south end of this extension.

For more information on this project, go to:

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



CLSE COMMUNITY ADVISORY COMMITTEE OVER OR UNDER?

A Community Advisory Committee (CAC) was formed in 2017 as a point of contact for the community. Concepts for the CLSE are brought to the committee for discussion, and additional information is provided to members, as requested. In turn, members provide comments and questions to give the project team direction in providing relevant information for adjacent communities during the public engagement activities. The committee has met four times since the project started.

Check with your community league to find out who your CAC representative is and chat with them about your ideas and concerns. They will provide your feedback to the project team at the next CAC meeting. For more information, and to see the CAC Terms of Reference and meeting summaries, go to: www.edmonton.ca/capitalsw

Determining if there will be a grade separation (tracks over or under the road) for Ellerslie Road, and 9 and 12 Avenues and Saddleback Road along 111 Street, is ongoing. Grade separations are determined using the City Council approved LRT Crossing Assessment Framework. City administration makes grade separation recommendations to City Council based on the results from the framework. City Council makes the final decision.

For details on the framework, go to: www.edmonton.ca and search for *LRT Crossing Assessment Framework Factsheet*

Phase One of the analysis has been completed on the four locations. The results showed that the Saddleback Road crossing will be recommended to remain at grade. Phase Two of the analysis has started for the other three intersections as the estimated traffic numbers for 2050 have now been developed. These traffic numbers will be used in a computer program to model or simulate future traffic patterns, including turning in and out of the adjacent neighbourhoods. This modelling exercise will determine if grade separations will be recommended for 9 and 12 Avenues and Ellerslie Road to meet the traffic requirements along the route once the extension is built. The results of this analysis will be presented at a public meeting in the fall of 2018.

TO BE OR NOT TO BE: TWIN BROOKS STOP

An online survey regarding the Capital Line South LRT Extension occurred in the summer of 2017. Approximately 60% of the 1,687 survey responses supported the addition of a stop at Twin Brooks. City Council will review recommendations from the CLSE project team in the fall 2018, and decide if this stop will go ahead. The decision will be based on public input, technical and LRT system requirements and alignment with the LRT Network Plan, which provides direction for more community stops.

For information on the 2017 public feedback, including the online survey, go to: www.edmonton.ca/capitalsw under the *History section*.

The Community Advisory Committee has provided input on issues and opportunities for this stop. A preliminary stop design will be available in fall 2018 for input on how it can fit into the community, i.e. the look and feel of the stop. The design will be revised, where possible, to reflect public feedback.

Elevated
LRT Example

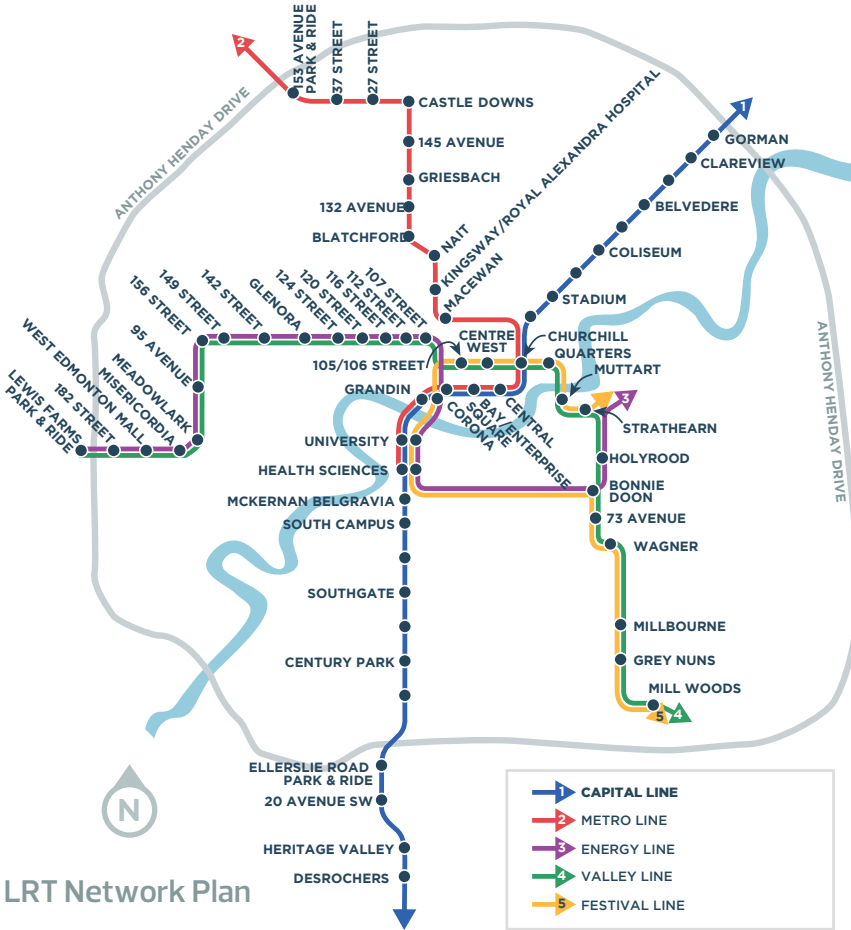


Surface
LRT Example



Below Grade
LRT Example





LRT Network Plan

5 TO 10 YEARS!

The first phase of the Capital Line South LRT Extension is estimated to start construction in 5 to 10 years. This schedule may be adjusted now that a new hospital location south of Ellerslie Road has been announced. City Council has currently identified the Valley Line West and Metro Line from NAIT to Blatchford as the next priorities for LRT. Decisions regarding the construction of future LRT lines will be made based on the availability of funding and City Council priorities.

5 TO 10 MINUTES!

Trains on the Capital Line South LRT Extension are expected to run every 5 to 10 minutes. Rush hour trains will run more frequently than other times of the day.

SIGNALLING SYSTEMS

The City is sensitive to the fact that the signalling system delayed the opening of the current Metro Line and has continued to cause issues. This will be a key consideration as CLSE moves forward. The design of efficient signalling and traffic systems is a top priority for LRT in Edmonton and the lessons learned from the Metro Line will be applied to avoid similar issues.



LOOKING AFTER THE LRT

Every LRT network requires places for storing and maintaining the light rail cars. Operations and Maintenance Facilities (OMFs) include a large yard area and garage/building. DL MacDonald Transit Yard, 13310 – 50A Street, is an example of an existing OMF. A strategy for where to locate OMFs within the LRT network is now being developed by the City of Edmonton.

A potential OMF site has been selected north of the Heritage Valley Park and Ride to provide storage and maintenance services for the LRT network. The site is currently being examined to confirm that it meets all requirements for an OMF. Public input about the look and feel of the facility, from the November 2017 public meeting, will be considered in the development of plans to be brought back to the public in fall 2018. If the site meets the requirements, City administration will recommend to City Council it be constructed at this location. City Council will make the final decision.

WATCH FOR THIS!

A new neighbourhood is being planned in Heritage Valley. Public engagement information will be available fall 2018.

For more information contact:
michelle.hartlaub@edmonton.ca

HAVE YOU HEARD ABOUT NOISE?

Noise studies will occur in each design stage of the CLSE project. These studies are currently being updated to reflect best practices and new technology. Monitoring at various sites along the CLSE will take place to determine where noise reduction, using solid barriers, is required to meet the City of Edmonton Urban Traffic Noise Policy (UTNA) C506A. The policy can be found at: www.edmonton.ca and search for *Policy C506A*

Noise monitoring occurs when there is no snow. Snow muffles noise and accurate measurements cannot be obtained. The shape of the ground (contours), vegetation, buildings, fences, temperature, humidity, and winds are considered in the modelling along with noise sources (LRT, vehicles). If a noise barrier is required, the City aims to have the noise barrier installed prior to LRT construction. The public would be consulted as to the aesthetics of the barriers, which are typically constructed for the side or back of properties.

RIDE AND PARK AND RIDE

Construction recently started on the Heritage Valley Park and Ride (HVPR). Phase One will take approximately two years to complete and will include a transit centre, up to 1,100 parking stalls and a stormwater management facility. Once the HVPR is operational, ETS shuttles will travel to and from HVPR to Century Park LRT Station. The shuttle will continue until the CLSE is built. Future expansion of the HVPR facility is currently unfunded.

For more details, go to: www.edmonton.ca and search for *Heritage Valley Park and Ride*

HAVE YOUR SAY!

We invite you to share your feedback and perspectives on this project. Watch for road signs about upcoming surveys and public meetings and/or go to the project webpage at www.edmonton.ca/capitalsw. We will also be 'popping up' at community events and locations over the summer months to provide you with more information about this project and collect your input. Previous public input can be found on the project web page under the History section.

Public meetings will be held in fall 2018 to update the public on the CLSE. Dates will be announced on the project web page when they are known.

For more information on this project, go to:

www.edmonton.ca/capitalsw



PUBLIC ENGAGEMENT

SHARE YOUR VOICE SHAPE OUR CITY

For more information:

 www.edmonton.ca/capitalsw

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