Welcome!

Public Involvement for Preliminary Design of SE to West LRT

Have Your Say!
Look for the colour orange and provide your input on how the LRT can best integrate into your community.
PROJECT PURPOSE: To develop and finalize the Preliminary Design for a 27 km urban style, low-floor light rail system along the approved corridor (route) from Mill Woods to Lewis Farms.

2009 - 2011: Development of Concept Plan
2011 - 2012: Concept Plan Approved by City Council
2011 - 2013: Preliminary Design and Public Involvement to Support Preliminary Design
FUTURE: Detailed Design, Construction and Operation

Approved by City Council during Concept phase:
- Corridor (route) location
- Track alignment (where track fits in the road right-of-way)
- Stop/station/transit centre locations
- Low floor urban-style LRT

Preliminary Design means refining the City Council-approved Concept Plan (previous study) with a greater level of detail to better understand impacts and opportunities.

Preliminary Design includes:
- Structural aesthetics (visual integration of the system into the existing landscape and adjacent communities)
- LRT stop/station aesthetics
- Landscape architecture aesthetics
- Public art opportunities
- Connectivity to the existing transportation network across all modes of transportation
- Understanding the impacts to stakeholders and working together to mitigate issues where possible
• Council approved
• 27 km line with 3 stations, 25 stops
• 6 bridges
  • Over North Saskatchewan River from Muttart Conservatory to Louise McKinney Park
  • Over Groat Road at 104 Avenue
  • Over 170 Street at 87 Avenue
  • Over Anthony Henday at Webber Greens Drive
  • Over Whitemud Drive at 75 Street
  • Over CN/CP rail lines along 75 Street
• 1 pedestrian bridge at Connors Hill
• 1 tunnel between Louise McKinney Park and 102 Avenue
• 2 Park ‘n’ Ride sites
• 3 Kiss ‘n’ Ride sites
  (other sites being considered)
• Integration with 5 transit centres
• 1 Operation and Maintenance Facility
Edmonton’s Low Floor Urban Style LRT

- Urban style - City Council’s direction for expansion of existing LRT system and new lines (June 2009)
- Benefits of urban style
  - Improves connections between LRT and community
  - Smaller scale stations/stops, spaced closer together
  - Less visual impact - stops are at street level
  - Less impact on community
  - LRT operates with flow of traffic in its own right-of-way using regular traffic signals (does not have full priority), separated by a curb
  - Fewer barriers
  - Reduced speeds in congested areas to support safe pedestrian oriented communities
  - Encourages pedestrian access
  - Pedestrian crossings at signalized intersections
  - Better links to destinations with more bus, pedestrian and cyclist connections
  - Bike parking at all LRT stops/stations
  - Bus network modified to ensure integrated transit network
  - Investment in landscaping, streetscaping and architectural features to improve visual appeal, where possible
  - Openness of space maximized to create safe environment using Crime Prevention through Environmental Design (CPTED) principles
5 Stages of Public Involvement

Stage 1: **Pre-Consultation:** Developing the public involvement process, Feb. 2012

Stage 2: **Initiation:** Envisioning the look, feel and integration of LRT in your community, Mar. - May 2012

Stage 3: **Consultation:** Developing the look, feel and integration of LRT in your community, May - Nov. 2012

Stage 4: **Refinement:** Refining the look, feel and integration of LRT in your community, Sept. - June 2013

Stage 5: **Conclusion:** Presenting the final recommended Preliminary Design—the look, feel and integration of LRT in your community, Jan. - Dec. 2013
Thanks for Getting Involved!

Thousands of comments were received during public involvement Stage 2: (March to May 2012):

• Public meeting discussions
• Comment forms
• Online survey
• Letters and emails

Input is being used to inform Preliminary Design and has been incorporated into materials presented tonight

How your input is used:

Your input is valuable and used along with other information to inform the project.
Area 5: What We Heard from Stage 2

What We Heard

Infrastructure, Overall Design, Art
- Emphasize character of each area
- Natural, mature area
- Blend art into functional design
- Integrate sidewalks and bike paths
- Integrate LRT with bus service
- Bike racks/lockers at all stations
- Provision of bike parking is important
- Lots of trees, greenery throughout

Stops
- Antique feel, historic integrity
- Reflect maturity and style of neighbourhoods
- Minimize stop elements by combining them
- Natural elements
- Retain “old neighbourhood” feel

Other
- Increased traffic congestion is a concern
- Lack of Park ‘N’ Ride facilities/parking in residential neighbourhoods is a concern
Approved Concept Plan Amendment

Original Concept Plan (2011)

Approved Amendment to Concept Plan (July 2012)

- Amendment approved by City Council July 2012:
  - Whitemud stop removed
  - Wagner stop changed to elevated station and Park 'n' Ride
  - Operations and Maintenance Facility moved South of 51 Avenue
Thanks for Getting Involved!

What kind of feedback are we looking for?

- Look/feel of stop/station (landscape architecture, colours, treatment, public art)
- Important connections/access points
- Confirmation of how amenities will look

What kind of feedback are we unable to use?

- Comments about decisions made in Concept Planning (route, stop/station locations, vehicle technology)
- Comments about elements that cannot be addressed until later stages of project
- Comments regarding elements outside of the scope of project
Did You Know?

Interesting Facts

• All major building structures related to SE to West LRT will be built to Leadership in Energy and Environmental Design (LEED) silver standard per the City of Edmonton’s Green Building Plan and Policy C532, resulting in reduced energy use and significant cost savings. LEED is the most recognized and accepted North American standard for rating environmental friendliness of design, construction, operation and sustainability of buildings.

• As of the 2006 Federal Census, more than 75% of journey to work trips in the Edmonton Region are made by driving alone.

• Significant environmental studies being conducted and include assessments of rare plants, bird and wildlife habitats, animal corridors, groundwater and the North Saskatchewan River.

• Noise and vibration studies conducted in potentially affected areas along route including residential, commercial, and industrial areas as well as in the Winspear Centre for Music and Citadel Theatre areas.

• The City of Edmonton’s Corporate Tree Management policy is referenced to aid in determining value of trees and how value is replaced, if required.

• 32 individual disciplines bring LRT expertise from around the world to the Preliminary Design project, including:
  • Civil, structural, electrical, rail and geotechnical engineers
  • Landscape architects
  • Environmental scientists
  • Biologists
  • Botanists
  • Wildlife experts
  • Urban designers
  • Transportation planners
  • Architects
  • Urban Planners
  • Finance experts

• Places where we have worked on LRT projects.
Stop Elements

Standardized Elements: These elements are a part of every stop.

Have Your Say: How might these stop/station elements look in order to integrate with your neighbourhood? See “Stop Option” boards.
Stop Layouts

- Stop types (Centre or Side) were determined in the approved Concept Plan.

- Centre loading

- Side loading

- All layouts and scale to be confirmed as design progresses, based on ridership projections
Shelter Canopies

Organic form that recalls the river and natural history of the area.

Materials:
- Steel structure
- Metal and wood canopy
- Glass shelters
- Unique concrete finishing on platform

Angular form found throughout Edmonton that is compatible with both residential and commercial buildings.

Materials:
- Steel structure
- Metal and wood or glass canopy
- Glass shelters
- Unique concrete finishing on platform

Simple, light, form that will blend into all character zones by with its transparency and lightness.

Materials:
- Steel structure
- Translucent glass or wood canopy
- Glass shelters
- Unique concrete finishing on platform

Have Your Say: Which canopy do you prefer?
PARK ‘N’ RIDE
Car park connected to transit station that allows commuters to leave vehicles and transfer to bus or LRT.

KISS ‘N’ RIDE
A place where commuters are driven and dropped off at a bus or LRT stop/station. Other Kiss ‘N’ Ride locations are being determined.

TRANSIT CENTRE
A stopping point for bus and LRT where commuters can move from one transit mode to the other.
Traction Power Substations (TPSS)

Priority is to locate substations on City property

- The purpose of the traction power substation is to convert and regulate power to the LRT vehicle
- TPSS must be located approximately every 1 km (0.62 mile) along the corridor
- Some locations will receive pre-manufactured units, other locations may require traction power substations to be built in place
- See Corridor Access Plan for approximate locations

*SE to West LRT Alignment and TPSS Locations*
Examples of potential TPSS screening

- Screening (fencing, walls) will blend with neighbourhood aesthetic
- Landscaping will further screen site
Overhead catenary poles provide power to the LRT vehicle. They are either located in the centre or on the side of the route. This location is determined by the space available and technical requirements.

Examples of potential catenary poles
Noise modeling is being conducted in keeping with the City’s Urban Traffic Noise Policy along the LRT corridor.

**City of Edmonton Urban Traffic Noise Policy (UTNP)**
- City seeks to achieve a projected attenuated noise level below 65 dBA Leq24 (traffic noise over a 24 hour period)
- If predicted noise level is 65 dBA Leq24 or greater, a noise barrier may be provided

### Traffic Noise Measurement
- Traffic noise levels are measured in decibels (dBA) over several days and averaged for 24 hour period (Leq24)

### Noise Modeling
- Projected volumes based on proposed lane configurations, addition of LRT and future traffic growth
  - Assess projected noise levels against the UTNP
  - Based on 2044 figures—a horizon year used throughout the project
  - Review of noise assessment from Concept Plan is ongoing
Vibration Impact Assessment

- Vibration could occur during LRT construction and operation
- LRT runs on a continuous welded rail, a technology that minimizes vibration during operation
- A complete vibration screening of the SE to West corridor (route) is being conducted as part of Preliminary Design
- Vibration screening is based on the US Federal Transit Administration (FTA) screening process
- Corridor Wide Assessment is ongoing
  - Screening based on general vibration assessment
  - Accounts for train type, speed, distance from track
  - Screens out residences not affected by vibration
  - Identifies areas that may be affected
- Detailed Vibration Assessment
  - Includes site specific vibration measurements
  - Conducted at Winspear Centre for Music and Citadel Theatre areas (acoustic sensitivities)
  - Recommendations to reduce vibration during LRT operations will be provided if warranted
- Pre-construction assessments of structures and houses abutting the LRT route may be completed
Environmental and Geotechnical Studies

- Mitigating environmental impacts is significant throughout all phases of the project
- Environmental impact assessments are nearing completion by a team that includes soil, water quality and air quality scientists; biologists; archaeologists; socio-economic and noise/vibration specialists

Environmental Site Assessments
- Determine if contaminated sites or potentially hazardous materials will be encountered during construction
- Includes soil and groundwater studies
- Assist in providing for safety of construction workers, public and environment

Environmental Impact Assessment
- Required by Edmonton’s North Saskatchewan River Valley Area Redevelopment Plan (Bylaw 7188) and may be required by Canadian Environmental Assessment Act 2012
- Includes describing soils, water quality, water courses, wildlife, vegetation, rare species, natural areas, ecological connectivity, archaeological, paleontological and socioeconomic resources in the vicinity of LRT and assessing impacts of construction and operation
- Investigations will include effects of noise, dust and vibrations on local community assets
- Information will be used to:
  - Inform design and construction
  - Obtain required approvals from other jurisdictions such as Fisheries and Oceans Canada and Transport Canada

Natural Area Assessment and Management Plan
- For all natural areas impacted by the project

Geotechnical Studies
- Assess ground conditions to determine suitability for construction
- Provide design advice on stability of slopes for foundations, tunnels, chambers and other structures
Public Art

- Public art is considered to be a key component to attractiveness and identity of city
- Public art demonstrates:
  - Character of communities
  - Investment in the arts
- Public art strengthens local economy
- Support for arts is a reflection of a progressive municipality
- The City dedicates 1% of qualifying construction budgets to public art
- Program operated by Edmonton Arts Council
- Approved public art will be displayed within or in close proximity to publicly accessible municipal property
- Input received during Preliminary Design regarding public art will be provided to the Edmonton Arts Council
- Through the Edmonton Arts Council, the public has an opportunity to:
  - Help select an artist to provide art along LRT corridor (route)—typically at stations
  - Potentially provide ideas for artist’s consideration

Integrated public art at transit stops.
North Saskatchewan River Bridge

- The new LRT bridge to be built on the existing pedestrian bridge alignment.
- New LRT bridge to incorporate new pedestrian and bicycle facilities under the bridge deck.
- Existing pedestrian bridge to be demolished prior to new LRT bridge construction.
- During construction, pedestrians and bicyclists will be detoured to Low Level Bridge.
- The project team assessed the feasibility of maintaining the existing pedestrian bridge during construction. Due to increased environmental impact on the River and proximity to existing residential development, this option is not being pursued.
North Saskatchewan River Bridge

Option 1
Cable Stayed Bridge

Option 2
Extradosed Bridge

Option 3
Variable Box Girder Bridge
105/106 Street Stop Plan

Stop Site Plan

Legend
- Trackway - Unobstructed
- Pedestrian Crossing
- Stop Platform
- Signalized Intersection
- Potential Landscape Area
- Bike Lane
- Concrete Walk
- Asphalt Road Surface

Note: Cross-section to be confirmed through Preliminary Design.

View 1 - Existing Condition
Looking east along 102 Avenue towards 106 Street.

View 1 - Concept Rendering
105/106 Street Stop
LRT in your Neighbourhood

LEGEND

- Existing LRT Route
- Existing LRT Stations
- SE-West LRT Stops/Stations
- SE-West LRT Route
- Road
- Existing Bus Route**
- Existing Bus Stop**
- Median
- Sidewalk
- Existing Bike Route*
- Origins/Destinations
- 400m Radius/5 minute walk
- Signalized Intersection

**All bus stop locations and bus routes are being reviewed by ETS to provide an integrated bus/LRT transit system. This will be completed prior to commencement of construction.

*Existing bike routes from City of Edmonton 2011 Cycle Route map. Future bike routes from Cycle Edmonton: Bicycle Transportation Plan.

DATE: November 2012
105/106 Street Stop: Theme

Design Theme:
To be coordinated with other downtown initiatives.
Have Your Say:
This design theme is based on your input from Stage 2. Which elements best reflect your neighbourhood?
Option 1

- One way traffic on 107 Street
- Potentially no property requirements

Option 2

- Two way traffic on 107 Street
- Property requirements
- Subject to discussions with NorQuest College, Grant MacEwan University and other adjacent stakeholders
107 Street Stop Plan Option 1

Legend:
- Asphalt Road Surface
- Pedestrian Crossing
- Concrete Walk
- Bike Lane
- Stabilized Intersection
- Bike Parking
- Locations to be determined
- Pedestrian Access
- Existing Bus Stop

Stop Site Plan:
- Cross-section A (Looking South)
  - Concrete Walk
  - Northbound Travel Lane
  - Northbound Platform
  - Trackway
  - Southbound Platform

View 1 - Existing Condition
- Looking south along 107 Street from 104 Avenue intersection

View 1 - Concept Rendering
- Edmonton

Note: Cross-section to be confirmed through Preliminary Design.
107 Street Stop Plan Option 2

Stop Site Plan

Legend
- Trackway - Embedded
- Bike Lane
- Pedestrian Crossing
- Concrete Path
- Pedestrian Crossing
- Signalized Intersection
- Potential Landscape Area (Trail or Sod)
- Bike Parking Locations to Be Determined
- Pedestrian Access
- Pocket Park

Cross-section A (Looking Southeast)
Note: Cross-section to be confirmed through Preliminary Design.
107 Street Stop
LRT in your Neighbourhood

107 STREET STOP

LEGEND

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DATE: November 2012

Edmonton
107 Street Stop: Theme

Design Theme:
To be coordinated with other downtown initiatives.
Have Your Say:
This design theme is based on your input from Stage 2. Which elements best reflect your neighbourhood?
112 Street Stop Plan

Legend:
- Road Surface
- Pedestrian Crossing
- Roadway
- Pedestrian Access
- Bike Parking

Stop Site Plan

Cross-section A (Looking East)
Note: Cross-section to be confirmed through Preliminary Design.

View 1 - Existing Condition
Looking east along 104 Street towards 112 Street.

View 1 - Concept Rendering
112 Street Stop
LRT in your Neighbourhood

LEGEND
SE-West LRT Stops/Stations
SE-West LRT Route
Road
Existing Bus Route*
Existing Bike Route*
Median
Sidewalk
Existing Bus Stop**
Origins/Destinations
400m Radius/5 minute walk
Signalized Intersection
Pedestrian Activated Crossings

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DATE: November 2012
112 Street Stop: Theme

Design Theme:
To be coordinated with other downtown initiatives.
112 Street Stop Options

Have Your Say:
This design theme is based on your input from Stage 2. Which elements best reflect your neighbourhood?
116 Street Stop Plan

Legend

- Asphalt Road Surface
- Pedestrian Crossing
- Concrete Walk
- Potential Landscape Area
- Bike Parking: Locations to be determined

Stop Site Plan

Cross-section A (Looking East)
Note: Cross-section to be confirmed through Preliminary Design

View 1 - Existing Condition
Looking west along 104 Avenue towards 116 Street.

View 1 - Concept Rendering

Edmonton
116 Street Stop
LRT in your Neighbourhood

**LEGEND**
- SE West LRT Stops/Stations
- SE West LRT Route
- Road
- Existing Bus Route**
- Existing Bus Stop**
- Median
- Sidewalk
- Existing Bike Route*
- Origins/ Destinations
- 400m Radius/ 5 minute walk
- Signalized Intersection
- Pedestrian Activated Crossings

**All bus stop locations and bus routes are being reviewed by ETS to provide an integrated bus/LRT transit system. This will be completed prior to commencement of construction.**

*Existing bike routes from City of Edmonton 2011 Cycle Route map. Future bike routes from Cycle Edmonton: Bicycle Transportation Plan.

DATE: November 2012
Design Theme:
This design theme reflects the transition from the downtown theme to the 124 Street theme.
116 Street Stop Options

Have Your Say:
This design theme is based on your input from Stage 2. Which elements best reflect your neighbourhood?
LEGEND
- SE-West LRT Stops/Stations
- SE-West LRT Route Road
- Existing Bus Route**
- Existing Bike Route*
- Median
- Sidewalk
- Existing Bike Route*
- Origins/ Destinations
- 400m Radius/ 5 minute walk
- Signalized Intersection
- Pedestrian Activated Crossings

**All bus stop locations and bus routes are being reviewed by ETS to provide an integrated bus/LRT transit system. This will be completed prior to commencement of construction.

*Existing bike routes from City of Edmonton 2011 Cycle Route map. Future bike routes from Cycle Edmonton: Bicycle Transportation Plan.

DATE: November 2012

120 STREET STOP

0.5 Km To 116 Street Stop

0.5 Km To 124 Street Stop

120 Street Stop

LRT in your Neighbourhood

120 Street Area Connectivity

Not To Scale
120 Street Stop: Theme

Design Theme:
This design theme reflects the transition from the downtown theme to the 124 Street theme.
120 Street Stop Options

Have Your Say:
This design theme is based on your input from Stage 2. Which elements best reflect your neighbourhood?
124 Street Stop Plan

Legend
- Green: Potential Land Use Area
- Gray: Pedestrian Crossing
- Orange: Stop Platform
- Gray: Concrete Walk
- Pink: Signaled Intersection
- Black: Bike Path
- Red: Existing Bus Stop
- Purple: New Bus Stop
- Gray: Streetlights
- Black: Paved Street
- Gray: Unpaved Street
- Green: Landscape

Stop Site Plan

Cross-section A (Looking East)
Note: Cross-section to be confirmed through Preliminary Design.

View 1 - Existing Condition
Looking east along Stony Plain Road towards 124 Street.

View 1 - Concept Rendering

Stony Plain Road
Westmount
127 Street
125 Street
124 Street
Oliver
123 Street
122 Street

 Edmonton
124 Street Stop
LRT in your Neighbourhood

LEGEND
- SE West LRT Stops/Stations
- SE West LRT Route Road
- Existing Bus Route**
- Existing Bike Route*
- Median
- Sidewalk
- Existing Bus Stop**
- Origin/Destinations
- 400m Radius/5 minute walk
- Signalized Intersection
- Pedestrian Activated Crossings

**All bus stop locations and bus routes are being reviewed by ETS to provide an integrated bus/LRT transit system. This will be completed prior to commencement of construction.
*Existing bike routes from City of Edmonton 2011 Cycle Route map. Future bike routes from Cycle Edmonton: Bicycle Transportation Plan.

DATE: November 2012
124 Street Stop: Theme

Your Stage 2 comments provided direction for this stop theme

“Artsy type area.”
“Keep with the theme of 124 Street.”
“Mesh with existing look.”

Design Theme:

- Benches
- Garbage bins
- Paving
- Column wraps
- Railing

Edmonton
124 Street
Stop Options

HAVE YOUR SAY

BENCHES

GARBAGE BINS

PAVING

COLUMN WRAPS

RAILING

Have Your Say:
This design theme is based on your input from Stage 2. Which elements best reflect your neighbourhood?
Stony Plain Road Bridge over Groat Road

Bridge options being considered: design is ongoing

- Piers in proposed designs are removed or located to improve pedestrian access
- Existing pedestrian links to be maintained

This is a bridge similar to what exists

Single span girder bridge

Rigid frame bridge

Existing bridge over Groat Road

Location map
Glenora Stop Plan

Stop Site Plan

Legend
- Trackway - Embankment
- Access Road Surface
- Pedestrian Crossing
- Stop Platform
- Signalized Intersection
- Bicycle Parking
- Potential Landscape Area (new or existing)

Cross-section A (Looking East)
Note: Cross-section to be confirmed through Preliminary Design.

View 1 - Existing Condition
Looking east along Stony Plain Road towards 133 Street.

View 1 - Concept Rendering
Glenora Stop
LRT in your Neighbourhood

LEGEND
- SE-West LRT Stops/Stations
- SE-West LRT Route
- Road
- Existing Bus Route**
- Existing Bus Stop**
- Median
- Sidewalk
- Existing Bike Route*
- Origins/Destinations
- 400m Radius/5 minute walk
- Elevated SE-West LRT Route
- Signalized Intersection
- Pedestrian Activated Crossings

Not To Scale
DATE: November 2012

**All bus stop locations and bus routes are being reviewed by ETS to provide an integrated bus/LRT transit system. This will be completed prior to commencement of construction.
*Existing bike routes from City of Edmonton 2011 Cycle Route map. Future bike routes from Cycle Edmonton: Bicycle Transportation Plan.

Glenora Area Connectivity
Glenora Stop: Theme

Your Stage 2 comments provided direction for this stop theme:

“Reflect older style buildings.”

“Mature, elegant, cultured.”

“Wood, black iron.”

Design Theme:

What We Heard from Stage 2
Glenora Stop Options

Have Your Say:
This design theme is based on your input from Stage 2. Which elements best reflect your neighbourhood?
142 Street Stop
LRT in your Neighbourhood

LEGEND

- SE-West LRT Stops/Stations
- SE-W LRT Route
- Road
- Existing Bus Route**
- Existing Bus Stop**
- Median
- Sidewalk
- Existing Bike Route*
- Origins/ Destinations
- 400m Radius/ 5 minute walk
- Signalized Intersection
- Pedestrian Activated Crossings

**All bus stop locations and bus routes are being reviewed by ETS to provide an integrated bus/LRT transit system. This will be completed prior to commencement of construction.

*Existing bike routes from City of Edmonton 2011 Cycle Route map. Future bike routes from Cycle Edmonton: Bicycle Transportation Plan.

DATE: November 2012

142 Street Area Connectivity
142 Street Stop: Theme

Your Stage 2 comments provided direction for this stop theme

“Traditional feel and look.”

“Natural, treed area.”

Design Theme: What We Heard from Stage 2
142 Street Stop Options

**Have Your Say:**
This design theme is based on your input from Stage 2. Which elements best reflect your neighbourhood?
149 Street Stop Plan

Stop Site Plan

Note:
- Design to be coordinated with the Stony Plain Road Streetscape Initiative.

Legend
- Trackway - Embedded
- Pedestrian Crossing
- Pedestrian Access
- Business Parking
- Existing Bus Stop

Cross-section A (Looking East)
Note: Cross-section to be confirmed through Preliminary Design

View 1 - Existing Condition
Looking east along Stony Plain Road towards 151 Street.

View 1 - Concept Rendering
149 Street Stop
LRT in your Neighbourhood

LEGEND
- SE-West LRT Stops/Stations
- SE-West LRT Route Road
- Existing Bus Route**
- Existing Bus Stop**
- Median
- Sidewalk
- Existing Bike Route*
- Origins/ Destinations
- 400m Radius/ 5 minute walk
- Signalized Intersection
- Pedestrian Activated Crossings

**All bus stop locations and bus routes are being reviewed by ETS to provide an integrated bus/LRT transit system. This will be completed prior to commencement of construction.
*Existing bike routes from City of Edmonton 2011 Cycle Route map. Future bike routes from Cycle Edmonton: Bicycle Transportation Plan.

DATE: November 2012
149 Street Stop: Theme

Your Stage 2 comments provided direction for this stop theme

"Traditional feel."

Design Theme:
What We Heard from Stage 2

BENCHES  GARBAGE BINS  WALLS  PAVING  COLUMN WRAPS  RAILING

Design to be coordinated with the Stony Plain Road Streetscape Initiative.
149 Street Stop Options

Have Your Say:
This design theme is based on your input from Stage 2. Which elements best reflect your neighbourhood?

Design to be coordinated with the Stony Plain Road Streetscape Initiative.
Thank you for your input!

Your input from tonight’s session will be provided to Preliminary Design team and available online at www.edmonton.ca/LRTprojects.ca

We hope to see you during **Stage 4 – Refinement**

Areas 1-4  Sept 2012
Areas 5-6  June 2013