Welcome
Consultation Session
August 21, 2011
Agenda

- Welcome
  - Translation services
  - Welcome comments
  - Agenda review
  - Meeting purpose
  - Roles & responsibilities
- Workshop #1: what we learned
- Context: what is low-floor LRT?
- Building LRT options activity
- Small group reports
- Next steps
Meeting Purpose

• Re-engage with the local community/property owners (102 Ave./102A Ave. b/w 95 St. and 97 St.)
  – Focus on the study area & relevant options
• Expand our understanding of local concerns & opportunities
• Collectively develop four LRT options (within the study area) for further analysis
Roles & Responsibilities

• Role of the facilitator
  – Lead the meeting
  – Keep team on schedule
  – Keep the team focused
  – Manage the parking lot
  – Ensure broad participation
  – Achieve the goals of the meeting
Roles & Responsibilities

• Role of all active participants
  – Focus on the task
  – Be open, honest, & respectful of various opinions
  – Consider the variety of potential stakeholders (outside of this room)
  – Be open to new ideas & options
  – Focus on the creation of options (not just what we individually think is ‘the right answer’)
West LRT
Downtown Connection
Southeast LRT
Focused Consultation

DOWNTOWN LRT FOCUSED CONSULTATION

1. LEARNING SESSION
   Unique, issues, opportunities
   July 2011

2. LRT OPTIONS & ANALYSIS
   Working within area constraints
   August 2011

3. REPORT ON ANALYSIS
   Considering issues & criteria
   Fall 2011

CITY COUNCIL REVIEW

Staff Recommendation
Focused Consultation

1. LEARNING SESSION
   Unique, issues, opportunities
   July 2011

2. LRT OPTIONS & ANALYSIS
   Working within area constraints
   August 2011

3. REPORT ON ANALYSIS
   Considering issues & criteria
   Fall 2011

CITY COUNCIL REVIEW

Staff Recommendation
<table>
<thead>
<tr>
<th>Importance of the China Gate’s historic &amp; cultural significance</th>
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</thead>
<tbody>
<tr>
<td>Critical community &amp; cultural identification of 102 Avenue area (core of the Chinese community)</td>
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<tr>
<td>Importance of 102 Avenue carrying many pedestrians, buses, &amp; traffic</td>
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<td>Less activity &amp; multiple vacant lots along 102A Avenue</td>
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<tr>
<td>Underground LRT option mitigates potential negative impacts</td>
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<tr>
<td>Benefits of more development &amp; activity to draw new people</td>
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<tr>
<td>Critical importance of emergency access</td>
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<tr>
<td>Importance of vehicular access &amp; parking</td>
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<tr>
<td>Importance of the pedestrian realm &amp; mid block crossings (seniors &amp; local businesses)</td>
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</tbody>
</table>
Simple Stations/Low Platforms

www.edmonton.ca/LRTProjects

Dublin, IR
Montpellier, FR
Low Floor LRT Trains

Montpellier, FR

Montpellier, FR

Montpellier, FR

www.edmonton.ca/LRTProjects
Integrated Into Streets

www.edmonton.ca/LRTProjects
Integrated Into Communities

Minnesota, US
Strasbourg, FR
Montpellier, FR
Lyon, FR
Amsterdam, NL
Limited Barriers

www.edmonton.ca/LRTProjects

Lyon, FR

Istanbul, TR

Dublin, IR

Amsterdam, NL

Dublin, IR
Design Reflecting the Community

www.edmonton.ca/LRTProjects
Riding the Low-Floor LRT

Montpellier, FR
Building LRT Options Activity

www.edmonton.ca/LRTProjects

• Each group is led by a team facilitator
• Collaboratively design four potential LRT options
  – 102A Surface LRT
  – 102A Sub-surface LRT
  – 102 Surface LRT
  – 102 Sub-surface LRT
• It’s ‘ok’ if you do not support either the 102 or 102A options
• Participate in creating all four design options
  – Each will be evaluated in the next stage
• Embrace the opportunity to understand the options, constraints & to identify potential mitigation measures
• Have fun designing the options
Help and Facilitation

- Your facilitator will aid your table in developing designs
- Materials:
  - Study area map/aerial
  - Cross section (photo view)
  - Track pieces (map view)
Puzzle Pieces

- Pieces are sized accurately
- Combine the pieces to develop various options
- Your facilitator is here to help
- Please ask questions
- These are not the proposed design
- ‘You create the design’
Puzzle Map Details

www.edmonton.ca/LRTProjects

General property boundary
Important resources
Pedestrian crossings
Study area
Option 1 – Surface LRT 102A Ave.
(25 minutes)
Surface Track Construction

- Surface track – One construction cycle
- Greater opportunity to maintain business/local access during construction
Option 1 – Design Requirements

www.edmonton.ca/LRTProjects

Track width

Dedicated LRT alignment

Portal

Curves

Platform size

Cost

Traffic lane
Option 2 – Underground LRT 102A Ave.
(20 minutes)
Underground Station Construction

www.edmonton.ca/LRTProjects

• Canada Line – Vancouver City Centre – 2.5 year construction
• Impacts only mitigated following construction
Underground Station Option

- Capital Cost - 10 times surface station & increases operating costs
Option 2 – Design Requirements

- Curves
- Underground station size (optional)
- Platform size
- Cost
- Track width
- Traffic lane

102 or 103 Avenues

Cross 97 St. on surface

Dedicated LRT alignment

Portal

www.edmonton.ca/LRTProjects
Option 3 – Surface LRT 102 Ave.
(25 minutes)
Option 3 – Design Requirements

- Dedicated LRT alignment
- Track width
- Traffic lane
- Curves
- 95 Portal
- Platform size
- Cost
- Portal
Option 4 – Underground LRT 102 Ave.
(20 minutes)
Option 4 – Design Requirements

102 or 103 Avenues
Dedicated LRT alignment
Cross 97 St. on surface Portal

Curves
Underground station size (optional)
Platform size
Cost
Track width
Traffic lane
Small Group Reports

Table Reports
(45 minutes)
Next Steps

- The options developed by each table will be refined & common themes identified
- Four composite options will be developed
- These options will be reviewed against City Council’s evaluation criteria
- The results will be reported back at our final session
  - Administration will present the recommended option
- Your comments on the recommended option will be provided to Transportation Infrastructure Committee
- You will have the opportunity to provide your views to Transportation Infrastructure Committee
## Capital City Downtown Plan Criteria

<table>
<thead>
<tr>
<th>Category</th>
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<tbody>
<tr>
<td>LRT Alignment</td>
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<tr>
<td>Catchment</td>
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<tr>
<td>Land Use Integration</td>
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<tr>
<td>Transportation Network Integration</td>
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<tr>
<td>Urban Design</td>
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<td>Urban Form</td>
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Council Approved Criteria Categories

- Land Use/Promoting Compact Urban Form
- Movement of People/Goods
- Feasibility/Constructability
- Parks, River Valley, and Ravine System
- Social Environment
- Natural Environment
## Council Approved Evaluation Criteria

### Land Use / Promoting Compact Urban Form

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| • Transit integration  
• Population within 400m  
• Employment within 400m  
• Student population within 400m  
• Future population  
• Future employment | • "Number of activity centres (employment, theatres, colleges, residences, shopping, etc.)"
• Supportive of TMP, MDP and CCDP  
• Housing density  
• Zoning  
• Development proposals  
• Vacant land | • Opportunities for improved streetscape, boundary treatment, landscaping, planting, trees  
• "Community identity through the linking of CCDP-designated zones or neighbourhoods"
• Ability to facilitate TOD  
• Impetus for redevelopment  
• Facilitation of increased density/mixed use development |
Council Approved Evaluation Criteria

Movement of People / Goods

Transportation Network Integration
- ROW within street
- Transit ridership
- Integration with transit
- Integration with cycles
- Integration with pedestrians
- Transit network impacts
- Road network impacts

Feasibility / Constructability

LRT Alignment
- Capital cost
- Operating cost
- Grade separation
- Impact on bus services
- Cost per rider
- Route length
- Grade crossings (intersections)
- Number of stops
- Average stop spacing
- Connections to future Routes
## Council Approved Evaluation Criteria

**Social Environment**

### Property Impacts
- Property and land impacts
- Heritage building impacts
- Cultural / heritage sites adjacent to route

### Urban Form
- "Could neighbourhood impacts be avoided, minimized, or mitigated; or are they irresolvable?"
- Creation of physical barriers or severance
- Noise and vibration impacts

### Catchment
- Employment generated
- Student population within 400m
- Lower income / no car / seniors within 400m

[www.edmonton.ca/LRTProjects](http://www.edmonton.ca/LRTProjects)
# Council Approved Evaluation Criteria

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

## Parks / River Valley & Ravine System

### Urban Design
- Opportunities for improved streetscape, boundary treatment, landscaping, planting, trees
- Impacts on parks/open space

## Natural Environment

### Not Applicable
- Impact on riparian habitat
- Stream / rivers crossed
- Consistent with regulations governing natural areas
- Area disturbed during construction
Underground Station Option

• Canada Line – Vancouver City Centre – 2.5 year construction
• Impacts only mitigated following construction
China Gate Option

- Gate higher than the LRT wires
- China Gate continues to serve as the ‘entry’ to the community
Next Steps

- Wrap up meeting accomplishments
- Next meeting: early October (details TBD)
- Next meeting topics & expectations
- Closing comments
Thank You!