Downtown LRT Connector
Concept Plan

Transportation & Public Works Committee
May 25, 2011
Downtown LRT Connector
Concept Plan

Edmonton LRT Network

Brian Latte
Branch Manager
Transportation Planning
“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.”

- Transportation Master Plan
<table>
<thead>
<tr>
<th>Corridor Definition</th>
<th>Alignment Definition</th>
<th>Preliminary Engineering</th>
<th>Detailed Engineering</th>
<th>Construction Complete &amp; Opened</th>
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Evaluation & Concept Details

• Critical components - three components impacted decisions about the Downtown LRT Connection
  – The overall LRT Network Plan
  – Technical Analysis
  – Public Input
Concept Plan

• Next step after Corridor approval
• Defines major infrastructure requirements, including:
  – LRT Alignment within corridor (center or side running)
  – Station Locations
  – Neighbourhood, business and pedestrian access
  – Further refinement of cost estimates
West LRT
Downtown Connection
Southeast LRT
Capital City Downtown Plan

- Integrates new and emerging City policy
- Guides development of the downtown
  - Vibrant
  - Attractive
  - Higher-density
  - Mixed-use
  - Walkable
- Supports the integration of at-grade LRT as a catalyst for mixed-used
Urban-Style Low-Floor LRT

- Operates on the surface
- Electrically powered from overhead lines.
- Low-floor vehicles
- Low-level platforms
- Integrated LRT stops in the Downtown streetscape
- Integrated facilities for pedestrians & bikes
- Urban design, redevelopment opportunities
- Encourage higher density & mixed use
Urban-Style Low-Floor LRT
Urban-Style Low-Floor LRT

www.edmonton.ca/LRTProjects
Downtown LRT Connector
Concept Plan

www.edmonton.ca/LRTProjects

Adam Laughlin
Director Facility Planning
Transportation Planning
Public Outreach to Date

DOWNTOWN LRT
CORRIDOR
APPROVED
Jun. 21, 2010

CONCEPT OPTIONS
REVIEWED
Sept.-Oct. 2010

FEEDBACK ON
DRAFT CONCEPT
PLAN
Nov. 2, 2010

NON-
STATUTORY
PUBLIC
HEARING
Dec. 8, 2010

REFINEMENT
OF CONCEPT
PLAN
Jan.-Apr. 2011

TPW
CITY
COUNCIL
REVIEW
May-Jun. 2011

OPEN HOUSE
INFO SESSION
COUNCIL
Public Involvement Process

- 40 Events with over 500 participants
- Focused stakeholder discussions to get input on alignment options, station locations, and access management
- 2 Public Info Sessions
- Additional meetings held with:
  - community leagues
  - major institutions
  - property owners
  - business owners
Feedback

- LRT is a benefit - Downtown should be a focal point
- Competing theme:
  - Desire for transit and pedestrian/cyclist focused environment vs. preserving vehicle access
- Safety and security – enhance at LRT stops and in adjacent areas
- Chinese/Boyle/Riverdale community concerned with approved corridor and portal location
- Access & circulation concerns
- Architectural features

*Address public concerns with design process...*
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Concept Plan
Benefits & Trade Offs

• Benefits and impacts exist
• Potential positive transportation and land use effects:
  – Creating improved mobility options
  – Encouraging density and redevelopment
  – Creating active streets
  – Supporting pedestrian/bike connections and network
  – Implementing the vision of Capital City Downtown Plan
Changes Since Nov. 2010

- Campus Stop has been moved to 107 Street (between 104 & 103 Avenue)
- LRT vehicle parking lane provided on 107 Street (between 102 & Jasper Avenue)
- Dedicated two way cycle lane provided on 102 Avenue (between 107 & 99 Street)
- Continuous eastbound traffic lane provided on 102 Avenue (between 107 & 95 Street)
- On street parking provided on 102 Avenue
- Parking loading provided between 96 & 95 Street
- Pedestrian crossing provided west of 95 Street on 102 Avenue
107 Street Stop

www.edmonton.ca/LRTProjects
107 Street Stop

Looking south on 107 Street, from 104 Avenue

Potential
105/106 Street Stop

Looking west on 102 Avenue between 105 Street & 106 Street

Potential
Centre West Stop

Looking West on 102 Avenue between 101 Street & 102 Street

Potential
Churchill Square Stop

www.edmonton.ca/LRTProjects
Churchill Square Stop

Looking West on 102 Avenue between 99 Street & 100 Street

Potential
Churchill Square Stop

Looking West on 102 Avenue between 99 Street & 100 Street

Potential
China Gate

Approximately 5.5 to 6.0 Metre

3.2 Metre
Sample Portal Pictures

www.edmonton.ca/LRTProjects
102 / 102 A Route Option

- 102 Avenue is the most direct corridor connection
- 102 Avenue is preferred by Quarters area development team
- 102 A route would be 200 metres longer
- Journey times would increase by 1.5 minutes
- Increase in journey time impacts ridership
- Cost for 102A route increase by approximately $20 million
- Route would move portal from 102 to 102 A, not mitigate or remove the impact
Downtown LRT Concept Plan

THANK YOU