Welcome
Information Session
April 28, 2011

Meeting Purpose

• Our Team’s commitment to you:
  – To provide you with information about the LRT planning process
  – Explain the Recommended Concept Plan for presentation to City Council
  – Answer questions and clarify information, so you are as informed as possible
  – Receive & summarize your feedback to inform City Council
Agenda

- Meeting purpose
- LRT planning
- Edmonton LRT network
- Stakeholder & public involvement process & update
- Recommended concept plans
- Next steps
- Comments & questions

LRT Planning

1. Concept Planning
   - Corridor Definition
   - Alignment Definition

2. Preliminary Engineering
   - Final engineering
   - Construction

3. Detailed Engineering
   - Track location (center or side)
   - Station locations
   - Final engineering

4. Construction
   - Path for the Downtown LRT
   - Comparative analysis
   - General impacts and benefits
   - Detailed layout
   - Station configurations
   - Property requirements
Edmonton LRT Network

Edmonton’s Planning Hierarchy

- The Way Ahead (Strategic Plan) City Vision
- The Way We Grow (Municipal Development Plan)
- The Way We Move (Transportation Master Plan)
- Transit-Oriented Development (TOD) Guidelines
- Capital City Downtown Plan
“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

**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
Transit-Oriented Development (TOD) Guidelines

- Outlines land use and community investment recommendations near LRT nodes and along major bus corridors.

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
West LRT
Downtown Connection
Southeast LRT

Downtown LRT Connector
Concept Plan

Public Involvement
Public Outreach to Date

www.edmonton.ca/LRTProjects

DOWNTOWN LRT CONCEPT PLAN

- **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

Feedback

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- LRT is a benefit - Downtown should be a focal point
- Competing theme:
  - Desire for transit and pedestrian focused environment vs preserving vehicle access
- Safety and security – enhance at LRT stops and in adjacent areas
- LRT stop locations – balance interests
- Concerns with portal location in the Quarters
- Access & circulation concerns
- Architectural features

*Address public concerns with design process...*
• Critical components - three components impacted decisions about the Downtown LRT Connection
  – The overall LRT Network Plan
  – Technical Analysis
  – Public Input

Downtown LRT Connector Concept Plan

Recommended 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

Benefits & Trade Offs

• Minimize property acquisition by utilizing:
  – Traffic lanes
  – On-street parking
• Constrained Rights-of-Way
• Transportation hierarchy:
  – Transit
  – Pedestrian
  – Cycle
  – Auto/freight
• Campus Stop has been moved to 107 Street (between 104 & 103 Avenue) & is now referred to as the 107 St. Stop
• 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
Looking south on 107 Street, from 104 Avenue
105/106 Street Stop

Looking west on 102 Avenue between 105 Street & 106 Street

Potential

Centre West Stop

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Centre West Stop

Looking West on 102 Avenue between 101 Street & 102 Street

Potential

Churchill Square Stop

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Edmonton LRT EXPANSION
Churchill Stop Location
## Sample Portal Pictures

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## Next Steps

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Question & Answer Session

“Ground Rules”

• 2 minutes for each participant to ask a question or make a comment. One follow-up question (1 minute)
• Will recognize 3 people for each round of questions; persons with microphones will go to those participants to ask their questions
• 3 rounds of questions
• Additional questions from same person not recognized until no new participants are wanting to ask questions
• Questions and responses will be recorded; please use microphones
THANK YOU