



## NORTHWEST LRT: TOPICS OF INTEREST

December 2012

### Bus Integration

Building the Northwest LRT is an important step in providing an integrated transit system. Bus service that duplicates future LRT service will not be provided when LRT service begins. Local service and service to destinations that are not on the LRT route will still be provided. Some bus routes may change, but the objective is to improve transit service. Specific bus route decisions will be made further along in the LRT design process.

### Gates & Barriers

The Northwest LRT is based on an urban-style vision. In places along the corridor, the LRT will operate at a lower speed than in a suburban system. Consequently, there may be a reduced need for gates, barriers, bells or crossing arms. All measures will be taken to ensure safe operation of the LRT system.

### Scale of Stations

Urban LRT involves smaller-scale stations that are well integrated into their neighbourhood. The scale of the stations will be comparable to the existing McKernan/Belgravia station. Stations that include a transit centre will be comparable to the existing South Campus station.

### Noise

A noise study has been conducted using readings taken along the corridor and projections for future traffic and LRT. The results show that noise attenuation is required in two locations, following the City of Edmonton's *Urban Traffic Noise Policy*. More information about the policy is available at [edmonton.ca/TrafficNoise](http://edmonton.ca/TrafficNoise). Further technical study and public consultation will be required to confirm the installation of noise attenuation facilities and design them.

### Residential Parking

Specific actions to address parking concerns will need to be considered as the process moves to further design. Once the LRT is operational, the City can put in place residential parking programs or restrictions to prevent transit users from parking on residential streets.

### Snow Removal

The design of the LRT will take into account the need for snow removal and storage along the route. Where there is less available space along the route, the City may need to remove larger amounts of snow from the LRT route, similar to the practice on central business district's streets.

## Emergency Vehicles

LRT plans will ensure that standards for emergency vehicle access into communities are protected throughout the design process. Emergency services personnel will be involved as this project moves through design to review and address any impacts on emergency services.

## Traffic

Giving priority to LRT over vehicle traffic will remain as a planning principle. However, work will continue to develop strategies to mitigate the impacts. This includes ensuring continued access for major goods corridors and assessing if additional improvements will be needed in other parts of the roadway system. This also includes working with communities on ways to address access impacts to businesses and residences.

## YMCA Parking

To better integrate bus service with the LRT, a new transit centre will be built next to the future LRT station. This will result in a loss of parking space at the YMCA location (impacting about 15 to 20 % of the existing stalls). Access to the YMCA will also be reconfigured to allow easier traffic circulation.

## Construction Timelines & Funding

We are still in the early stages of the project. No funding is currently in place to build the Northwest LRT and construction timelines are unknown.



## For More Information

Visit: [edmonton.ca/LRTprojects](http://edmonton.ca/LRTprojects)  
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