Southeast LRT Information Session

Welcome

Downtown to Argyll

November 24, 2010
Tonight's Meeting Purpose

- Present Recommended Concept Plan
  - alignment
  - station locations
  - neighborhood access
  - noise study results
- Build on what we heard in September
- Recommendation is going forward for Committee of Council (TPW) consideration at non-statutory public hearing on December 8
Proposed Agenda

- Welcome and Introductions
- Project Background
- Overall Southeast LRT Recommended Alignment
- Segment walkthrough of alignment, stations, and neighborhood access
- Noise Study Results
- Question and Answer
Project Background
Council Approvals to Date

- LRT Network Plan (June, 2009)
- Southeast and West LRT Corridor (December, 2009)
- Downtown Corridor (June, 2010)

Upcoming Council Considerations

- Concept Plan Review (December 8, 2010)
- Council Concept Plan Consideration (January 19, 2011)
Where we are in the process today

- Presenting information on:
  - Recommended Alignment
  - Recommended Station Location and Configuration
  - Neighbourhood and Pedestrian Access
  - Urban Traffic Noise Policy and Noise Study Results
Where We Are Going

www.edmonton.ca/LRTProjects

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<thead>
<tr>
<th></th>
<th>Summer 2009</th>
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November, December, January
Urban Style LRT

Charlotte, North Carolina

Willamor Media flicker

San Jose, CA

© 2005 Peter Ehrlich

New Jersey, NY

Paul David Gerber

Croydon, UK

Andrew Grantham, Flicker
Station Typologies

- **Mixed Use / Town Centre Stations**
- **Employment Centre Stations**
- **Residential Centre Stations**
Southeast and West LRT Corridors

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AREA WE ARE FOCUSING ON TONIGHT
Southeast LRT Information Session

Downtown to Argyll

Public Involvement Process & Update
## Process

<table>
<thead>
<tr>
<th>Step</th>
<th>Date</th>
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<tr>
<td>Review and Evaluate Options</td>
<td>May/June 2010</td>
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<td>- Community/neighbourhood-based workshops</td>
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<td>- Stakeholder meetings and presentations</td>
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<tr>
<td>Present Draft Concept Plan for Feedback</td>
<td>September 2010</td>
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<td>- Open Houses with questionnaire</td>
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<td>Info Sessions with Recommended Plan</td>
<td>November 2010</td>
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<td>Public Hearing/Council</td>
<td>December 2010</td>
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### Competing Themes:

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<tr>
<th>Ensure easy access into neighborhoods</th>
<th>Reducing travel lanes</th>
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<tr>
<td>Station location</td>
<td>Intersection operations</td>
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<td>Pedestrian access across the roadways</td>
<td>Vehicle travel times</td>
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<td>Neighborhood access</td>
<td>Neighborhood short-cutting</td>
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</table>
How satisfied were you with the Draft LRT Concept Plan?

- Very satisfied (5) 20%
- Satisfied (4) 36%
- Fairly satisfied (3) 18%
- Not satisfied (2) 14%
- Not at all satisfied (1) 9%
- Don’t know/not stated 4%

n=143
How satisfied are you with the proposed track location within the LRT Corridor?

- Very satisfied (5) 20%
- (4) 36%
- (3) 24%
- (2) 8%
- Not at all satisfied (1) 8%
- Don’t know/not stated 4%

n=143
Agreement that the proposed LRT station locations will provide convenient access to important destinations?
Access

Satisfaction with efforts to accommodate the following user groups

- Pedestrians and cyclists: 13%
- Commuter vehicle traffic using the LRT corridor: 37%
- Vehicle access to and from neighbourhoods and businesses: 37%
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Downtown to Argyll

Recommended Alignment
Highlighted Changes Since September

- The Jasper Avenue/95 Street intersection reconfigured as a 4 legged intersection
- Right in - right out access at 88 Street/95 Avenue intersection
- New connection for the emergency service building to intersection at Bonnie Doon traffic circle
- Reduced property requirements around 69A Avenue
- Wagner Road alignment
- Bus access ramps to future transit centre at Whitemud Drive
- New signalized intersection on 66 Street, north of 28 Avenue
- Mill Woods LRT Station and Transit Centre location
Alignment / Stations – Quarters

subject to change

LRT Below Grade
Alignment / Stations – North Saskatchewan River

www.edmonton.ca/LRTProjects

subject to change

Elevated LRT
North Saskatchewan River Profile

www.edmonton.ca/LRTProjects

At grade on service road west of Muttart Conservatory

98 Avenue (under bridge)

Cameron Avenue (over tunnel)

Jasper Avenue (over tunnel)

new bridge

tunnel

river

PROFILE
Access – Cloverdale
Alignment / Stations – Strathearn

Centre Running LRT

Section 4a

Section 4b
Strathearn

subject to change

www.edmonton.ca/LRTProjects
Access – Strathearn

www.edmonton.ca/LRTProjects

subject to change
Alignment / Stations – Holyrood

www.edmonton.ca/LRTProjects

Section 4a

Section 4b

East Running LRT

subject to change
Access – Holyrood

www.edmonton.ca/LRTProjects

subject to change

NEW

Proposed Holyrood Station
Access – Bonnie Doon Traffic Circle

www.edmonton.ca/LRTProjects
Alignment / Stations – Bonnie Doon

Potential roadway improvements on 82 Avenue between 83 Street and 85 Street

Proposed Bonnie Doon Station

West Running LRT

subject to change
Access – Bonnie Doon

Potential intersection improvements

Potential roadway improvements on 82 Avenue between 83 Street and 85 Street

Proposed Bonnie Doon Station

NEW

subject to change
Alignment / Stations – Avonmore / King Edward Park

Subject to change

Section 7b

Section 7a

Centre Running LRT
Avonmore / King Edward Park

www.edmonton.ca/LRTProjects
Access – Avonmore / King Edward Park

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subject to change

NEW

76 Avenue
Alignment / Stations – Argyll

Centre Running LRT
Elevated LRT

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Downtown to Argyll

Urban Traffic Noise Policy and Study Results
Urban Traffic Noise Policy (C506)

- City policy determines if noise attenuation is to be built with LRT
- A noise model is built to project future traffic noise with LRT and future traffic growth (20+ years)
- Future traffic noise levels must exceed 65 dBA $\text{Leq}_{24}$ to be considered for attenuation
- Noise attenuation needs through Capital or Retrofit projects
Urban Traffic Noise Policy (C506)

- Applies to backyard of adjacent properties (centre of backyard)
- Minimum 60% support by adjacent property owners
- Stakeholders are involved in the determining the appearance of the proposed treatment
- Noise attenuation must be technically, administratively and economically practical
How is Noise Modeling Done

- Measure existing noise levels along corridor and develop model
- Projected 2041 volumes, proposed lane configuration and the addition of LRT
- Assess the projected noise levels against the UTNP
Energy Equivalent Level ($L_{eq}$)

- Accounts for the fluctuating levels
- Is sensitive to the peak sounds
- Is NOT the average sound level
- Is used in the majority of sound regulations (City of Edmonton UTNP)
Energy Equivalent Level ($L_{eq}$)
Noise Study Results

- Sound levels ranging from 51.3 to above 65.0 dBA $\text{Leq}_{24}$ (as measured in the rear outdoor amenity area)
- Noise climate was dominated by either local traffic on the main or adjacent roads
- Noise climate was generally broadband in nature, with no tonal components and no dominant stationary sources
Noise Study Results

Areas exceed 65.0 dBA $^{\text{Leq24}}$ threshold under the UTNP
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Downtown to Argyll

Next Steps
Overall Process

- Technical Studies
- Recommended Concept Plan
- Public Input
- Overall LRT Network
Ongoing Considerations

- Available parking programs
  - Commercial
    (Bylaw 5590 signs, Private Parking Agency Enforcement)
  - Residential
    (Residential Parking Programs, localized parking restrictions)
  - Additional engineering and study is required

- Safety/Security
- Traffic circulation within neighbourhoods
- Station Area Planning
Ongoing Considerations

- Funding
- Traffic accommodation during construction
- Geotechnical / Environmental / Utilities
- Community/business impacts
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Downtown to Argyll

www.edmonton.ca/LRTProjects

Question and Answer
Question and 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
Conclusion

Presentation available on website:

www.edmonton.ca/LRTProjects
Conclusion

• Register to speak at Public Hearing

WEDNESDAY, DECEMBER 8, 2010

AT TRANSPORTATION AND PUBLIC WORKS COMMITTEE

• Register to speak on www.edmonton.ca/meetings or call the City Clerk’s office at 780-496-8178.

• Following the non-statutory public hearing, the LRT Concept Plan recommendation will be forwarded to City Council for review and consideration in January 2011
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<th>Southeast LRT</th>
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<tbody>
<tr>
<td>November 24, 2010</td>
<td>Downtown to Argyll Road</td>
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<td>November 25, 2010</td>
<td>Whyte Avenue to Mill Woods Town Centre</td>
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<th>West LRT</th>
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<tr>
<td>November 29, 2010</td>
<td>Lewis Estates to Stony Plain Road/149 Street</td>
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<tr>
<td>November 30, 2010</td>
<td>Stony Plain Road/149 Street to Downtown</td>
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Southeast LRT Information Sessions

Downtown to Argyll

Thank you!