Southeast LRT Open House

Welcome

Downtown to Argyll

September 14, 2010
Tonight's Meeting Purpose

- To present a *DRAFT* recommended alignment for the LRT within the approved corridor and obtain feedback
- To provide specific details on:
  - recommended alignment
  - station location and configurations
  - neighbourhood and pedestrian access
Proposed Agenda

- Welcome and Introductions
- Project Background
- Overall Southeast LRT Alignment
- Segment walkthrough of alignment, station, access and pedestrian recommendations
- Question and Answer
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<tr>
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<th>West LRT</th>
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<tbody>
<tr>
<td>September 7, 2010</td>
<td>Lewis Estates to Stony Plain Road/ 156 Street</td>
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<tr>
<td>September 8, 2010</td>
<td>Meadowlark to Downtown</td>
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<td><strong>Southeast LRT</strong></td>
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<td>September 14, 2010</td>
<td>Downtown to Argyll Road</td>
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<td>September 15, 2010</td>
<td>Argyll Road to Mill Woods Town Centre</td>
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Southeast LRT Open House

*Downtown to Argyll*

Project Background
Council Approvals to Date

www.edmonton.ca/LRTProjects

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

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Northwest LRT

Southeast & West LRT

North LRT (NAIT)

1. Concept Engineering
   - Corridor Definition
   - Alignment Definition

2. Preliminary Engineering

3. Detailed Engineering

4. Construction

Strategic Planning

LEVEL OF DETAIL

Project Turnover
Where we are in the process today

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- Presenting information on:
  - Alignment Recommendation
  - Station Location and Configuration
  - Neighbourhood and Pedestrian Access
  - Parking Programs
Where We Are Going

- Corridor Identification
- Corridor Workshops
- Corridor Open Houses
- City Council Corridor Approval
- Alignment Identification
- Alignment Workshops
- Concept Engineering
- Concept Engineering Open Houses
- Concept Engineering Information Sessions
- City Council Concept Engineering Approval
- Preliminary Engineering

- Summer 2009
- Fall 2009
- Winter 2010
- Spring 2010
- Summer 2010
- Fall 2010
- Winter 2011

- September
- November
- December
LRT Network

www.edmonton.ca/LRTProjects
Urban Style LRT

www.edmonton.ca/LRTProjects
Southeast and West LRT Corridors

www.edmonton.ca/LRTProjects

AREA WE ARE FOCUSING ON TONIGHT
Southeast LRT Open House

Downtown to Argyll

Public Involvement Process & Update
May/June 2010

- Process built on LRT corridor public involvement process
- 4 location specific workshops to get input on alignment options, station locations, and access management
- Additional meetings held with:
  - community leagues
  - major institutions
  - property owners
  - business owners
## Competing Themes:

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<tr>
<th>Ensure easy access into neighbourhoods</th>
<th>Reduce travel lanes</th>
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<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>Neighbourhood access</td>
<td>Neighbourhood short-cutting</td>
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What We Heard – Next Steps

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- Minimize construction costs
- Bus system integration - ensure destinations off the LRT corridor are accessible by bus
- Concerned about noise and impact on residential life
- Emergency vehicle access
- Ensure snow removal can be managed
- Minimize potential for crime and risk to personal security
- Preserve or replace landscaping
Responding to Feedback

- When reviewing impacts for alignment, used philosophy to balance impact/benefit to communities on both sides of LRT corridor.
- Added signalized pedestrian crossings and intersections at key locations.
- Recognizing multi-use trail and cyclist connections.
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Downtown to Argyll

Recommended Alignment
Right-of-Way

- There are impacts
- Constrained Right-of-Way
- Minimize property requirements by removing:
  - service roads
  - traffic lanes
  - on-street parking

Google Earth
Simple Stop Design

Low floor vehicles and platforms provide:

- Simple infrastructure
- Best fits into surrounding areas
- Improved neighbourhood connections
Station Configurations

Stations located to:

- Balance access requirements
- Minimize property acquisition
- Provide consistency across the system
- Serve activity centres
Neighbourhood and Business Access

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Basic Principles:

• Turns across LRT tracks will be at signalized intersections
• Traffic signals will be located on major roads to balance access needs and train movement
• Access will be maintained using the supporting street and circulation system
Pedestrian Access

- Pedestrian movements provided at certain locations to maintain existing connectivity where feasible
- Pedestrian only crossings could have various methods of warning and control
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Downtown to Argyll

Segment Walkthrough
Legend / Key

- Roadwork
- LRT at grade
- Pedestrian Crossing
- Station
- Elevated LRT
- Sidewalk
- Property Requirements
- Bike Trail

LRT Below Grade (not shown)
Access – Quarters

subject to change
Alignment / Stations – North Saskatchewan River

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subject to change

Elevated LRT
Pedestrian and LRT River Crossing Examples

www.edmonton.ca/LRTProjects
North Saskatchewan River Profile

At grade on service road west of Muttart Conservatory

98 Avenue (under bridge)

Cameron Avenue (over tunnel)

Jasper Avenue (over tunnel)

new bridge

river

PROFILE
Alignment / Stations – Cloverdale

www.edmonton.ca/LRTProjects subject to change

Potential Muttart Station

North Running LRT
Alignment / Stations – Strathearn

www.edmonton.ca/LRTProjects

subject to change

Centre Running LRT

Section 4a

Section 4b
Alignment / Stations – Holyrood

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subject to change

Section 5a

East Running LRT

Section 5b
Access – Bonnie Doon Traffic Circle

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Alignment / Stations – Bonnie Doon

Subject to change

West Running LRT

Section 6a

Section 6b
Access – Bonnie Doon

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

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subject to change

Centre Running LRT

Section 7a

Section 7b
Access – Avonmore / King Edward Park

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subject to change

NEW 76 Avenue
Alignment / Stations – Argyll

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subject to change

Centre Running LRT
Elevated LRT

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Downtown to Argyll

Next Steps
Overall Process
Next Steps

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- **September**: September
- **November**: November
- **December**: December
Other Items

- Available parking programs
  - Commercial
    (Bylaw 5590 signs, Private Parking Agency Enforcement)
  - Residential
    (Residential Parking Programs, localized parking restrictions)
    - Additional engineering and study is required
- Noise study (on going)
- Safety/Security (preliminary engineering)
- Traffic circulation within neighbourhoods (on going)
Ongoing Considerations

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

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

www.edmonton.ca/LRTProjects
Conclusion

- Fill out Questionnaires
- Presentation available on website:

  www.edmonton.ca/LRTProjects
Thank you!