Southeast LRT Open House

Welcome

Argyll to Mill Woods

September 15, 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
  • neighborhood 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

LRT Open House Schedule

<table>
<thead>
<tr>
<th>West LRT</th>
<th>Southeast 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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<tr>
<td>September 14, 2010</td>
<td>Downtown to Argyll Road</td>
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<tr>
<td>September 15, 2010</td>
<td>Argyll Road to Mill Woods Town Centre</td>
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Project Background

Council Approvals to Date

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

Where we are in the process today

• Presenting information on:
  – Alignment Recommendation
  – Station Location and Configuration
  – Neighborhood 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

LRT Network
Urban Style LRT

Southeast and West LRT Corridors
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
What We Heard

**Competing Themes:**

<table>
<thead>
<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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<tr>
<td>Neighborhood access</td>
<td>Neighborhood short-cutting</td>
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What We Heard – Next Steps

- 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
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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Recommended Alignment
### Alignment versus Corridor

- **Alignments**
  - **Connors Road**: Centre running with 2 lanes.
  - **Strathearn**: Side running with 2 lanes.
  - **Holyrood**: West running with 4 lanes.
  - **Avonmore / King Edward Park**: Centre running with 2 lanes.
  - **Wagner**: Davies Road with tunnel.

- **Corridors**
  - **Concourse Road**: Centre running with 2 lanes.
  - **Wagner**: East running.
  - **Whitemud P & R**: East running.
  - **66 Street**: North running.
  - **75 Street**: East running.
  - **28 Avenue**: East running.

### Recommended Alignment Overview

- **Connors Road**: North running.
- **Bonnie Doon**: West running with 4 lanes.
- **Avonmore / King Edward Park**: Centre running with 2 lanes.
- **Wagner**: Davies Road with tunnel.
- **Strathearn**: Centre running.
- **Holyrood**: Side running with 2 lanes.
- **75 Street**: East running.
- **Whitemud P & R**: East running.
- **66 Street**: East running.
- **28 Avenue**: East running.
Right-of-Way

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

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

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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Segment Walkthrough
Legend / Key

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

LRT Below Grade (not shown)

Alignment / Stations – Argyll

Centre Running LRT
Alignment / Stations – Whitemud

Access – Whitemud
Alignment / Stations – 66 Street

Access – 66 Street
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Next Steps

Overall Process

Technical Studies
Recommended Concept Plan
Overall LRT Network
Public Input
Next Steps

- 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 neighborhoods (on going)
Ongoing Considerations

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

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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

- Fill out Questionnaires
- Presentation available on website:
  
  www.edmonton.ca/LRTProjects
Thank you!