# **Northwest LRT**

**NAIT to Northwest Edmonton** 

www.edmonton.ca/LRTProjects

March 2010

# **LRT Corridor Selection Fact Sheet**

In 2009, the City of Edmonton started a study to evaluate potential Northwest LRT corridors. The Northwest LRT corridor will be an extension of the Downtown to NAIT LRT line, connecting the planned NAIT station to a future park and ride facility at the northwest city limits. Following a new approach adopted in the LRT Network plan, the Northwest line will adopt an urban approach to LRT system style and operations. The extension will allow for potential regional connections and create opportunities for collaboration with the City of St. Albert.

### How does LRT Corridor Selection fit into the big picture?

A new LRT line is a significant infrastructure project. It can take several years to move through the planning and engineering processes, before the project budget is known and construction can begin. Once built, it will serve Edmontonians for many generations to come.

LRT Corridor selection takes place at the beginning of the planning process. The work underway in 2010 will define where the LRT corridor will be located. Once a corridor is defined, steps will be taken to identify how the LRT will best fit within the designated corridor. Selecting the Northwest LRT corridor now helps the City prepare for the future, so when land development proposals are brought forward or new people move to an area, the decision will already have been made.

# Strategy

Where we are today
CONCEPT

# Design

Build

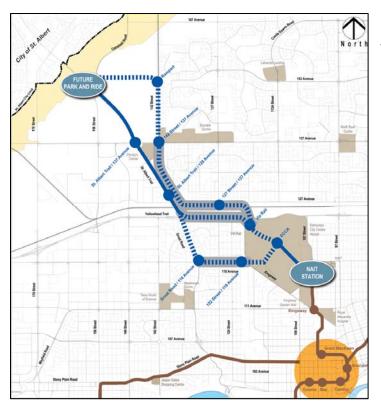
## Operate

- The City's vision, the Municipal Development plan, and the Transportation Master Plan define the type of City Edmonton wants to be in 2040, the way we will use our land and manage growth, and the Transportation system needed to meet those objectives.
- The first step in Concept Planning is to define the LRT corridor. The Transportation System Bylaw is amended to include the approved corridor.
- A Concept Plan defines where the LRT will run within the corridor, and identifies all major infrastructure, major crossings, property requirements, and initial cost estimates. This information allows us to compare and prioritize different routes in relation to the City's LRT network.
- During Preliminary Engineering, architectural, landscaping and aesthetic plans are developed. Property requirements are confirmed. Detailed cost estimates are prepared. It may be presented to approve construction.
- During Detailed Engineering, construction plans are completed and tender packages are developed.

- Construction begins.
- The LRT will open for passenger service.



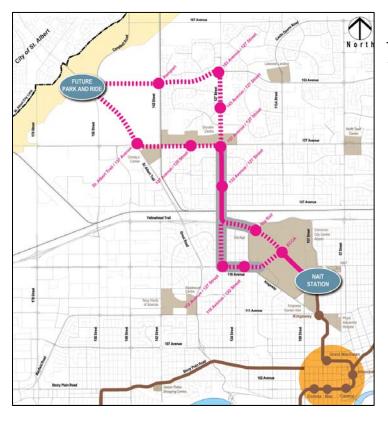
#### What Corridors are being considered?



#### St Albert Trail Corridor

There are three variations that primarily use the St Albert Trail corridor.

- From NAIT northwest through the City Centre Airport lands to Yellowhead Trail, travelling west to St Albert Trail and then northwest on St Albert Trail to a future Park and Ride at Campbell Road and 153 Avenue.
- From NAIT northwest through the City Centre Airport lands to 127 Avenue, then northwest along St Albert Trail, turning north on 142 Street, then west on 153 Avenue to the future Park and Ride site.
- 3. From NAIT west on 118 Avenue, then north/northwest on St Albert Trail to the future Park and Ride site.



#### 127 Street Corridor

There are three variations that primarily use the 127 Street corridor.

- From NAIT northwest through the City Centre Airport lands to Yellowhead Trail and 127 Street, then north on 127 Street, west on 137 Avenue and northwest on St Albert Trail to the future Park and Ride site.
- From NAIT northwest through the City Centre Airport lands to Yellowhead Trail and 127 Street, then north on 127 Street to 153 Avenue, then west on 153 Avenue to the future Park and Ride site.
- From NAIT northwest through the City Centre Airport lands, then west on to 118 Avenue and north on 127 Street, turning west on 137 Avenue and St Albert Trail or west on 153 Avenue, to connect to the future Park and Ride site.





#### 113A Street Corridor

There are two variations that primarily use the 113A Street corridor.

- From NAIT northwest through the City Centre Airport Lands to 113A Street, then north on 113A Street, turning west on 137 Avenue and then northwest on St Albert Trail to the future Park and Ride site
- From NAIT northwest through the City Centre Airport Lands to 113A Street, then north on 113A Street, turning west on 153 Avenue to the future Park and Ride site.

### Northwest LRT Public Involvement – Purpose and Role

LRT and greater use of public transit is important to ensuring sustainable growth in Edmonton. However, the development of a new line will have significant impacts on existing businesses, communities, and institutions. With this in mind, it is important to recognize that no route proposal will have unanimous support. The goal is to identify the route that will provide the greatest benefit for Edmontonians.

Technical experts with global expertise are conducting an extensive process to evaluate corridors, using the LRT Corridor Evaluation Criteria approved by City Council in 2008. A public involvement process has been developed to seek feedback and input from affected stakeholders and the general public on impacts and benefits of these options.

Information gathered from the public involvement will feed into the technical process, and be considered along with findings from the City's technical analysis to develop a corridor recommendation. It will also be reported to City Council, who will make the ultimate decision on which LRT route will proceed. The public involvement process will:

- Identify community/institution/business-specific issues that may impact the evaluation of potential route options.
- Identify issues with respect to traffic and pedestrian impacts within communities and with respect to the overall transportation network.
- Identify community, institutional, and/or business impacts that will affect the preliminary and detailed design.

Information will be shared throughout the study on other issues of importance, including information on potential property requirements, integration with the existing LRT Network, strategies to address environmental and parkland impacts, impact of existing city policies and technical standards, and impacts on transit operations.



#### How will the Public Involvement Process unfold?

Listening and Learning  Stakeholder interviews and an online questionnaire will share information on route options and seek input and feedback to identify specific impacts from each route option	February 2010
Evaluating Benefits and Impacts     Workshops and online consultation will be held to get input from stakeholders and the public on pedestrian/traffic impacts; community/institution/business route options	March 2010
Sharing Information on the Recommended corridor  Open houses will be held to share information on the recommended corridor that will be presented to City Council.	June 2010
Presentation to City Council and Decision  A public hearing will be held in June 2010 where residents, stakeholders and the general public can share their input directly with City Council	June 2010

### Find out more about the Northwest LRT project

- Visit our web page at <a href="www.edmonton.ca/LRTProjects">www.edmonton.ca/LRTProjects</a>
- Call the LRT projects information line at (780) 496-4874
- E-mail: <u>LRTprojects@edmonton.ca</u>

Join our e-mail update list!

E-mail <u>LRTprojects@edmonton.ca</u> and type "subscribe to NWLRT email" in the subject box.

