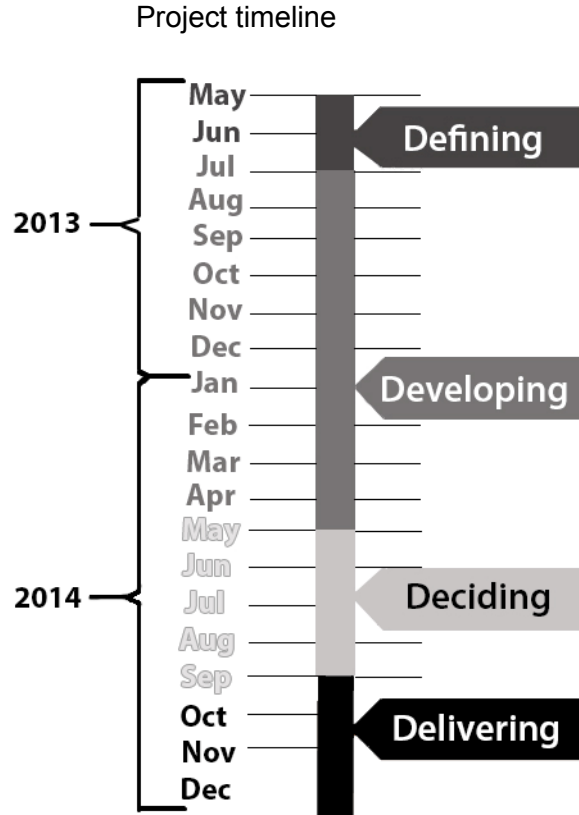


North Central LRT Route Planning Study Project Timeline

Defining the Project (2013 May-June)

- Project initiated
- Community Advisory Group (residents and business owners), Steering Committee (City managers and directors), and Technical Advisory Committee (city technical staff) formed to provide input and direction to the process
- June: Initial public open houses, workshops, and web-based input
 - Public input determined the project vision, community principles, and the evaluation criteria for the initial analysis of the routes
 - Open-ended questions were posed to the communities
 - At this early stage, public preferred at-grade LRT, integrated with existing communities – opposed to elevated guideway
 - Centre Street N, Edmonton Trail NE, and Nose Creek Valley presented as possible routes
 - 4 Street NW added as a possible route after public input
 - Support for improving pedestrian and cyclist experience
 - Support for tunnel in southern portion of the route



Developing the Options (2013 July-2014 April)

- Used community input, project vision, community principles, and the evaluation criteria to analyze the four route options
- For each of the routes, the team analyzed the elevated, underground, and at-grade options. For Nose Creek Valley, only the at-grade option was analyzed.
- The four routes were compared against each other using 11 criteria to determine the routes that best addressed the criteria
- Centre Street at-grade, and Edmonton Trail at-grade options performed better than the alternatives.
- A workshop was held with City staff to determine principles for rapid transit in the Centre City
 - Six groups worked on the issue and came up with the same solution: LRT in the Centre City should be direct and fast. A different technology (buses/streetcars) should be used for local circulation within Centre City
- In 2014 March, Council approved the report identifying Centre Street at-grade, and Edmonton Trail at-grade routes as the two options that would be studied in more detail
- Public workshops and interactive open houses held in 2014 April
 - Public input favoured Centre Street
 - Public input favoured maintaining two lanes of traffic in each direction

- Public input favoured tunnel for the southern part of the route connecting to Centre City

Deciding on the Route (2014 May-September)

- Used criteria to analyze Centre Street and Edmonton Trail options
- Centre Street consistently performed better than the Edmonton Trail route based on the criteria
- Based on analysis, and public support, decision to recommend Centre Street route
- Investigated impacts of maintaining two lanes of traffic in each direction with at-grade option, and widening Centre Street to 30 metres
 - This option does not address the Community Principles developed in consultation with the public
 - Requires \$300-500 million of land purchases
 - Limits redevelopment potential due to small size of properties after widening
 - Changes existing urban fabric, demolishes properties along Centre Street, displaces businesses, tenants, and land owners
- Project Steering Committee gives direction to proceed with Centre Street at-grade, with one lane in each direction to reduce impacts to adjacent communities
- Project team shares recommendations and rationale with the public in August by email, website, and community newsletters

Delivering the Project (2014 October-December)

- Public open houses held in October to deliver recommendations and rationale to the public, and gauge reaction
 - Public input favoured Centre Street, and supportive of this project
 - Public input favoured tunnel for the southern part of the route connecting to Centre City
 - Public support for the Centre Street Transitway
 - Concerns about volume of traffic, connectivity east-west for cyclists/pedestrians/motorists
- Report on the recommendations and analysis will be presented to the Standing Policy Committee on Transportation & Transit on December 17. The report will be presented at a meeting of Council in early 2015.