LRT PLANNING STUDY FREQUENTLY ASKED QUESTIONS

Why Plan a LRT Route in St. Albert Now?

Long term strategic plans for the City of St. Albert and the Capital Region Board have identified the need for a Light Rail Transit (LRT) line through St. Albert, and connecting to the City of Edmonton’s LRT line as part of a regional system.

LRT routes need to be planned well in advance of the actual construction for several reasons, including:

- To define locations of major transit nodes to plan for potential higher density, mixed use redevelopment
- To provide costs and benefits to help make informed decisions on future financing, project delivery strategies and implementation
- To develop concepts and plans to position the project for potential provincial and federal funding
- To identify land requirements to prepare for future land purchases on an opportunity basis (as it becomes available)
- To protect a future corridor for compatible development
- To coordinate with Alberta Transportation and City of Edmonton regarding integration with the existing LRT

What is the LRT Planning Study Project Timeline and Process?

**Project Timeline**

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**What are the Project Goals?**

The goals of the project are:

- Identify a preferred alignment within the approved corridor, including right-of-way and land requirements
- Start the coordination of LRT requirements with other strategic plans including the municipal development and transportation master plans
- Define the estimated cost and benefits of the project
- Demonstrate the City of St. Albert’s commitment to the Capital Region and senior levels of government

**What is a Corridor?**

A corridor is the public land between private properties that contains roads, sidewalks and other transportation modes, including LRT. Using an existing corridor minimizes the need for additional land. This corridor is also called a right-of-way.

**What is the Alignment?**

An alignment is the specific location of the LRT tracks within the corridor, i.e. on one side of the corridor, or the other.
LRT PLANNING STUDY FREQUENTLY ASKED QUESTIONS

What is Light Rail Transit (LRT)

- Light rail transit (LRT) is one component of a comprehensive transit system and provides an alternative to driving.
- LRT consists of trains which run along tracks at grade (on the ground).
- LRT usually runs on electricity and receives the power from overhead cables.
- The passenger cars are called Light Rail Vehicles (LRV) or vehicles.
- The LRT usually share the public right of way where roads and sidewalks are also located.
- LRT usually have a dedicated area of the street where other vehicles do not travel.
- LRT systems mesh with existing transit systems and use the same ticket fare system to allow movement from one type of transit to another to reach a destination.

What is High Floor Urban Light Rail Transit?

- The name “High Floor” comes from the location of the mechanical components and/or engines below the passenger floor of the vehicle. This raises the floor up about a metre, hence the name “high floor”.
- Each stop will have a platform with universal access, seating, waste receptacles, ticket machines and a shelter. Bike racks are often provided near the stop.
- Gates, bells and whistles may be used to facilitate the train moving through the community.
**LRT PLANNING STUDY FREQUENTLY ASKED QUESTIONS**

### What is a Transit Centre?

**Transit Centres** are sites where a number of buses and the LRT meet. They provide a place where transit users can move from one system to another, or access another bus route. They usually provide a shelter with seating, waste receptacles, bike racks and ticket vending machines.

### What is a Park’n’Ride?

**Park’n’Rides**, or parking lots, are typically provided at the ends of a corridor where people can drive to the parking lot, park and hop onto an LRT. **Park’n’Rides** are often combined with Transit Centres.

### What is a Kiss’n’Ride?

A **Kiss’n’Ride**, or drop off zone, is located at each stop, where space allows. These spaces allow a driver to briefly pull a vehicle over and safely drop off an LRT passenger.

### What Decisions Have Been Made About the LRT So Far?

- The LRT through St. Albert will most likely be a **high floor urban style**.
- The **south end of the corridor** will connect at the Campbell Road Transit Centre and Park’n’Ride (Campbell Road and 153 Avenue). The Campbell Road Transit Centre and Park’n’Ride is the proposed terminus point for the Metro line running from downtown Edmonton.
- The corridor was approved by Council in December 2014.
- It is anticipated that **funding** will be obtained in a similar fashion to the LRT system in Edmonton: municipal, provincial and federal money will be used. Breakdown of the funding by source will not be determined until closer to construction.
- Construction will take place beyond **15 years**.
Where is the LRT Going in St. Albert?

The corridor identification portion of the study has been completed and Council approved the corridor on December 1, 2014. This corridor starts at the Campbell Road Transit Centre and Park’n’Ride, goes over the Anthony Henday and travels north on St. Albert Trail to the north end of the city.

The Alignment of the LRT within the Corridor

A preferred alignment has been developed and will be available for review and comment at the public meeting to be held on June 16, 2015 at the St. Albert Legion.

How Can I Contribute or Get More Information?

Come to the public meeting on June 16th, 2015 at the St. Albert Legion from 4:30 to 8 pm. We need your comments on the alignment of the tracks and where the stop areas may be.

Also, keep your eye on the web page for new information and/or send a question or comment to:

LRTPlanningStudy@aecom.com

Responses, if required, will be forwarded within 5 working days.