

30 Minutes from St. Albert to NAIT on Northwest LRT is Too Long

Transportation & Infrastructure Committee
Agenda Item 6.1

Presented by John Kolkman

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“The expected runtime between Campbell Station and NAIT is 30 minutes.” NW LRT Concept Plan, p. 6.

“Fast, frequent, reliable, high-capacity transit is essential to attract new riders and meet mode share targets. Encouraging more people to shift away from the private automobile requires transit that competes favourably with driving in terms of speed, convenience, comfort, and reliability.” - [City of Vancouver Transportation 2040 Plan](#), p. 33.

Travel Time Comparisons

Proposed NW Line

- Campbell Road to NAIT - 30 minutes
- Campbell Road to Churchill – 39 minutes
- Campbell Road to University- 47 minutes

Existing Line

- *Clareview to Churchill – 12 minutes*
- *Clareview to University – 20 minutes*
- *Clareview to Century Park – 33 minutes*

Eliminate Low Volume Stations

Eliminate the stations currently proposed for 145 Avenue and 137 Street.

Both proposed stations are in low density residential locations without major activity centres, connecting bus service, or transit centres.

Add Grade Separations

137 Avenue intersection. There is a bridge over the existing LRT line on 137 Avenue east of Fort Road. Traffic volumes are 20% higher at the 113A Street crossing than at 50 Street.

153 Avenue/Castle Downs Road. Tunnel under or bridge over the intersection to the station located on the north side of the avenue.

127 Street. Already high traffic volumes will increase further due to residential development and AHD interchange.

Campbell Road. Cost-shared with or funded by the City of St. Albert. AHD interchange and future growth means increased traffic volumes.

2012 Weekday Traffic Flows



Tunnel Under Blatchford Lands

Put the line underground through the Blatchford lands in a cut and cover tunnel. Re-build the streetscape over top. Since the runway will have to be removed, and utility services installed as the lands are redeveloped, the extra costs normally associated with tunneling will largely not apply here. The livability of the airport lands will be enhanced by not having street level trains rumbling by.

Concept Plan Needs Improvement

Refer the Concept Plan back to the Administration with instructions to identify options for reducing travel times on the NW line so they are comparable to those of the existing line.

Make sure the NW line maximizes ridership and is built to meet the present and future needs of residents of Northwest Edmonton and St. Albert.

More information: www.rapidtransitforedmonton.org