

May 2014

Valley Line - Stage 1 Mill Woods Town Centre to 102 Street

BACKGROUND

The Concept Plan for the entire Valley Line (SE to W LRT) was approved by Council on February 15, 2012.

The Concept Plan defines:

- where LRT tracks will be located along the route
- where the LRT stations will be located

In 2013, the Valley Line completed preliminary design, which included public consultation and engineering regarding:

- Visually integrating the system into the existing landscape and communities.
- LRT stop/station aesthetics.
- Landscape architecture aesthetics.
- Public art opportunities (to be managed by the Edmonton Arts Council.)
- Connectivity to existing transportation forms, such as walking and cycling, as well as park and ride.
- Understanding impacts with stakeholders and working with stakeholders to lessen those impacts where possible.

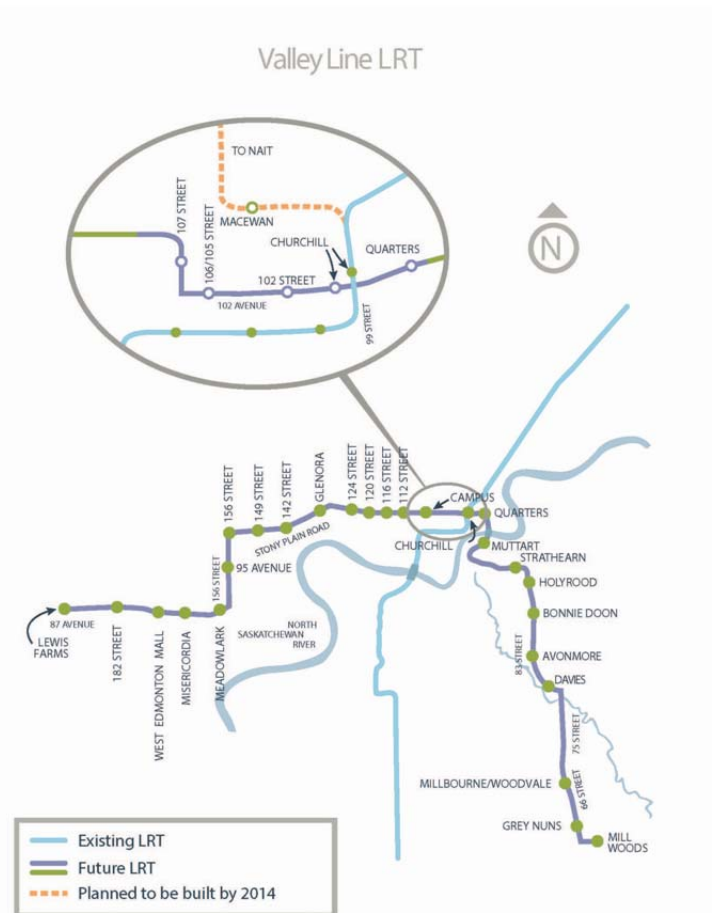
FUNDING & CONSTRUCTION TIMELINE

The Valley Line is estimated to be a \$1.8 billion project, and has been made possible through key funding partnerships with the Province of Alberta and Government of Canada.

- The City of Edmonton is contributing \$800 million.
- The Province of Alberta is contributing \$600 million: approximately \$300 million from Green Trip funding, \$150 million in the form of an interest-free loan, and \$150 million to match federal New Building Canada Plan funding.
- The Government of Canada is contributing \$400 million: \$250 million in PPP Canada funding, and \$150 million from the New Building Canada Plan fund.

The 13.1 km southeast section from Mill Woods to 102 Street (Stage 1) will be the first section of the total Valley Line to be built, with future extensions eventually taking the line out west to Lewis Farms. The southeast section of the line will be constructed first due to a required Operations and Maintenance facility to be located near Whitemud Drive.

Major construction on the project is expected to begin in early 2016, and the Valley Line is expected to open to the public at the end of 2020. The City of Edmonton is currently engaged in the Request for Qualifications phase, where consortia who wish to eventually bid on the project are invited to submit their qualifications. This will be followed by the Request for Proposals phase, where three shortlisted consortia will be invited to submit their proposals to design, build, finance, provide vehicles, operate and maintain the line.



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HIGHLIGHTS

- Travel time for entire, 27 km line approximately 60 minutes—around 30 minutes each for Lewis Farms Transit Centre to downtown or Mill Woods Town Centre to downtown
- Trains will run every five minutes during peak hours
- Low-floor urban vehicles and operations, including step-free boarding
- Includes a transfer point with Edmonton's existing LRT system (Capital and Metro lines) at Churchill Square
- Features same fares, security and high quality service across the entire ETS system

URBAN LRT

Edmonton's current LRT system can best be described as a "suburban" system. The City's LRT Network Plan calls for a change in approach to an "urban" LRT system that improves connections between the LRT and city life.

An urban LRT system means:

- building smaller scale stops that are spaced closer together
- providing better links to a greater number of destinations, with more direct transit, pedestrian and cyclist connections as well as bicycle parking at each stop/station
- maximizing openness of space to create a safe environment
- reducing speeds in congested areas to support safe, pedestrian-oriented communities
- investing in landscaping, streetscaping, and architectural features to improve visual appeal



WHAT TO EXPECT

In total, there are 11 street level stops and one station which will be built during Stage 1; a further 14 street-level stops and two stations will follow during later stages. All stations will be elevated with elevators and escalators. They will be at Wagner, West Edmonton Mall and the Misericordia Hospital. Stop and station sizes are based on projected ridership.

A new bridge, replacing the Cloverdale pedestrian bridge, was chosen during public engagement and will be built as part of Valley Line - Stage 1. The new bridge both accentuates and harmonizes with its River Valley surroundings, and provides pedestrian, cyclist, and active transit access via a deck below the LRT deck, similar to the Gordon Menzies bridge on the Capital line. Based on community conversations, the City is incorporating many of the features of the current bridge into the new one, including wooden slats and viewing areas.

The character of urban style low-floor LRT integrates with the city it serves. With this in mind, the level of integration on the Valley Line will be different from what is seen on Edmonton's existing system. In most areas, there will be no gates, bells, fences, or crossing arms as there are on the existing system. The LRT right-of-way will be clearly marked, and crossings will be just as safe as road crossings are today.

While the Valley Line does not physically connect with Edmonton's existing LRT system, passengers will have direct access to Edmonton's existing LRT at the shared Churchill station.

FIND OUT MORE ABOUT THE VALLEY LINE PROJECT

- visit www.edmonton.ca/ValleyLine
- call the LRT Projects Information Centre at 780.496.4874 or email lrtprojects@edmonton.ca