

Where we are in the process

Valley Line West Lewis Farms - Downtown

Edmonton



Timeline

- 2008:** City Council approves planning criteria for future LRT
- 2009:** City commits to urban-style LRT to enable better fit into neighbourhoods
- 2009:** Council selects Valley Line West corridor, from list initially containing 15 options, as best supporting redevelopment opportunities, encouraging density and achieving a more compact urban form
- 2012:** City Council approves Valley Line West concept plan
- 2013:** Preliminary design completed
- 2016:** Public Transit Infrastructure Fund support provided to review preliminary design and prepare Valley Line West for procurement
- 2017:** Review of Valley Line West preliminary design

Ongoing

- 2017-18:** Review public input & complete review of preliminary design
- 2018:** Recommendations to City Council
- 2018:** Complete procurement-readiness

The following steps are subject to funding

- 2019/2020:** Possible start of construction
- 2025:** Possible start of operation

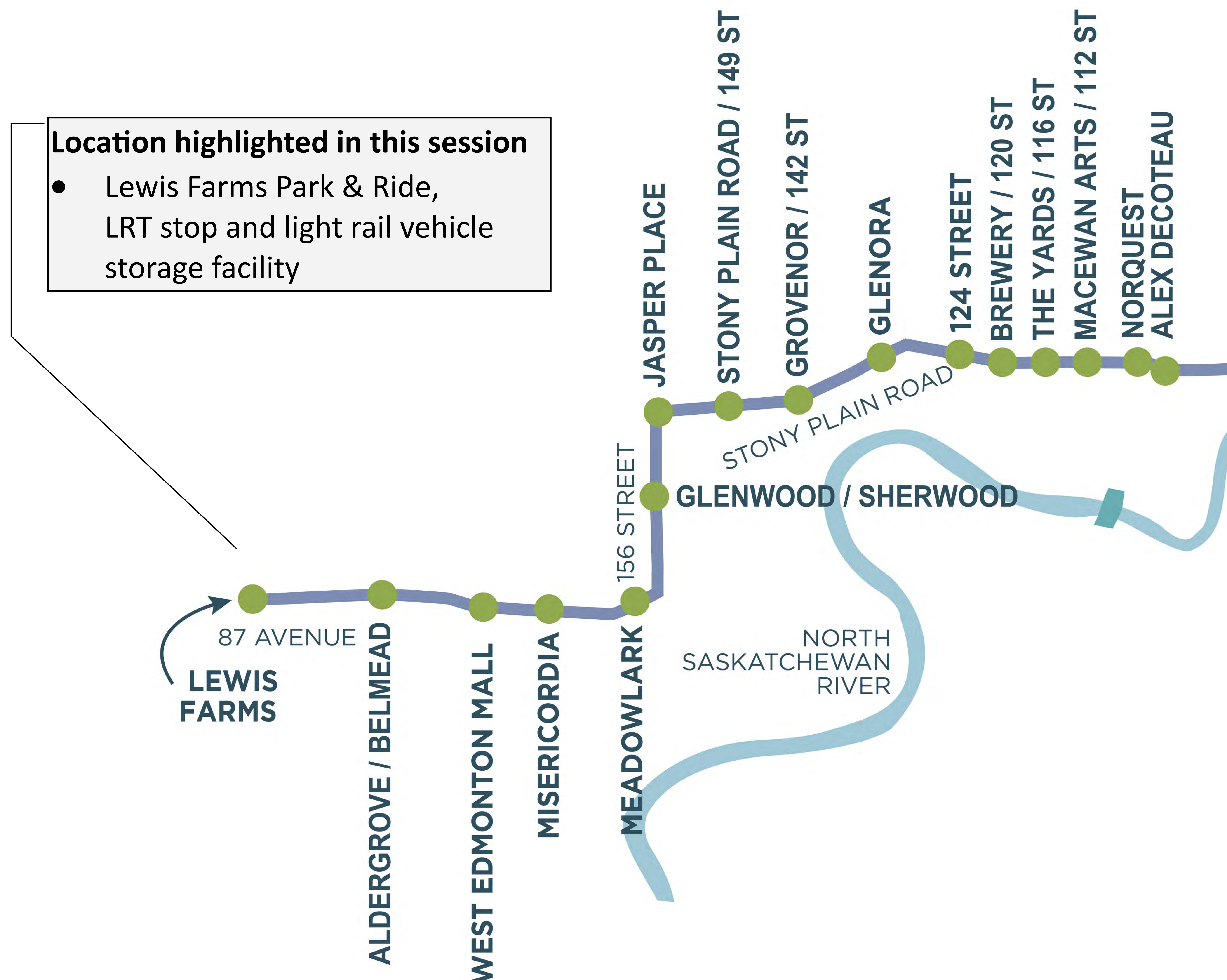
New urban-style and low-floor LRT



Rendering of a typical Valley Line LRT stop (pictured: 105/106 Street Stop at Alex Decoteau Park)

Valley Line West corridor highlights

- 14 kilometres
- 14 street-level stops & two elevated stations
- Transit centres at Jasper Place, West Edmonton Mall & Lewis Farms
- Park & Ride at Lewis Farms
- Travel time 30-35 minutes from Lewis Farms to downtown
- Trains every 5 minutes during peak periods
- Concept plan approved by Council in 2012
- Preliminary design completed in 2013; currently under review for refinements to prepare for possible procurement in 2018-2019



Lewis Farms park & ride

Changes to the existing Park & Ride will:

- Integrate a new LRT stop adjacent to the existing transit centre
- Expand the Park & Ride area (which currently has approximately 600 of the potential 800 stalls developed) to accommodate 900 vehicles in total
- Create a Kiss & Ride (drop-off) area
- Add a sidetrack and building to provide storage and light maintenance for LRT vehicles
- Add paved connections for pedestrians and cyclists between the Transit Centre, LRT stop and the Potter Greens neighbourhood
- Preserve long-term ability to accommodate transit oriented development in the area
- Be implemented with consideration of input received in public engagement



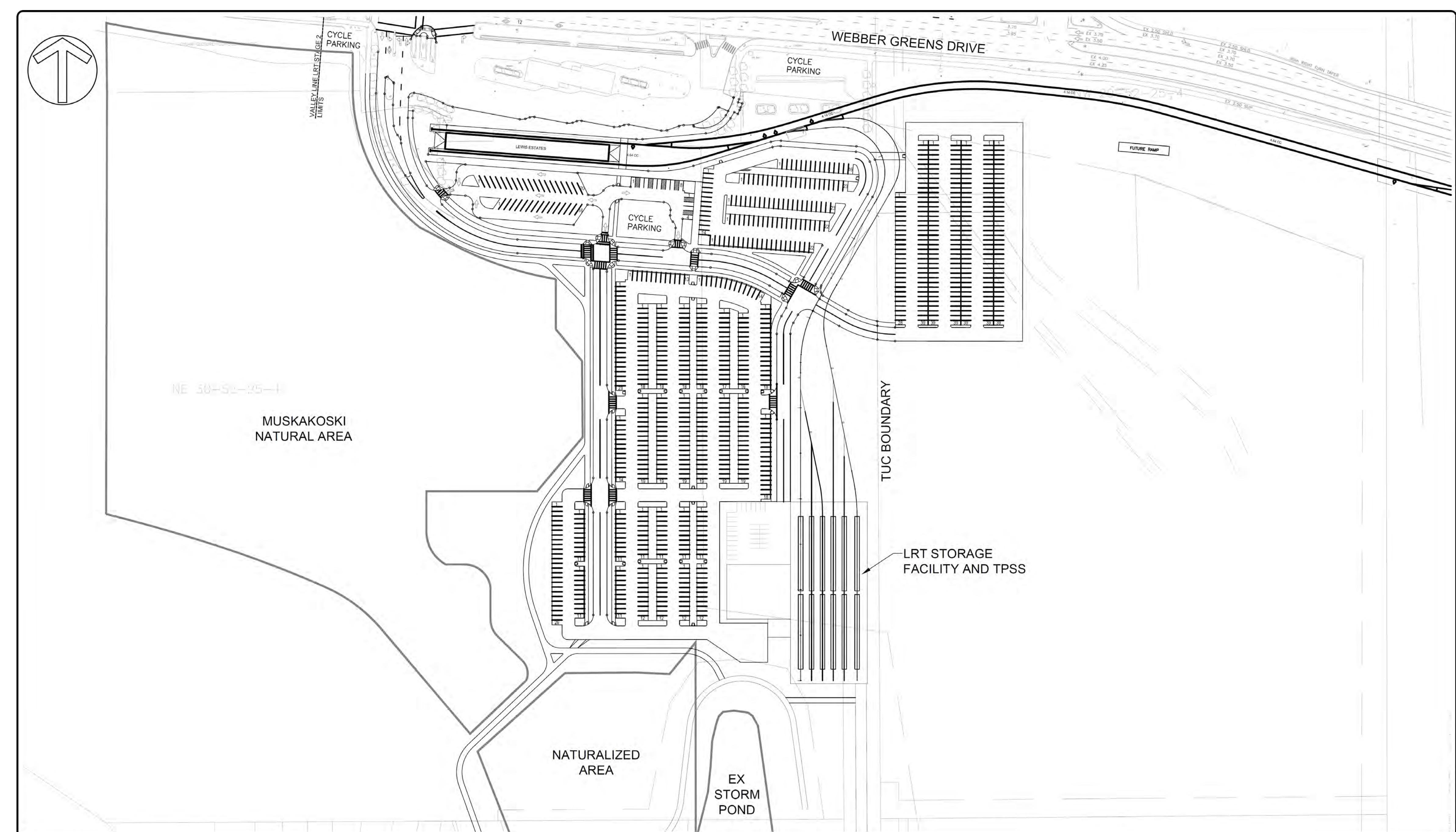
Park & ride lot / kiss & ride drop-off area

Description:

- LRT stop to be located directly south of the existing transit terminal, with a Kiss & Ride drop-off area alongside
- Expanded Park & Ride will occupy area to the south of the existing lot, increasing capacity by 50% to 900 vehicles
- Two areas provided for bicycle parking

Considerations:

- Demand for additional drop-off and parking capacity and encouraging greater transit usage
- Potential for traffic impacts (congestion) at Webber Greens Drive and Anthony Henday Drive due to LRT-related changes has been assessed and is not expected to be significant
- Support for active transportation with bicycle lock-ups
- Environmentally-conscious approach to drainage with bioswales in combination with underground drainage system replacing the current ditch



The existing drainage ditch (left) will be replaced with bioswales in the parking lot similar to the example rendering on the right, together with an underground drainage system

Sidetrack and light rail vehicle storage facility

Description:

- Building will provide protected storage for light rail vehicles (LRVs)
- It will also house a substation supplying power to the nearby portion of the LRT system

Considerations:

- Building is located at the easternmost limits of the site, adjacent to Anthony Henday Drive
- Landscaping will help integrate the building into the area
- Only LRV cleaning and minor repairs to occur, minimizing noise/disruption



LRV storage facility viewed from the northwest



LRV storage facility viewed from the south