

Edmonton's Future LRT Network

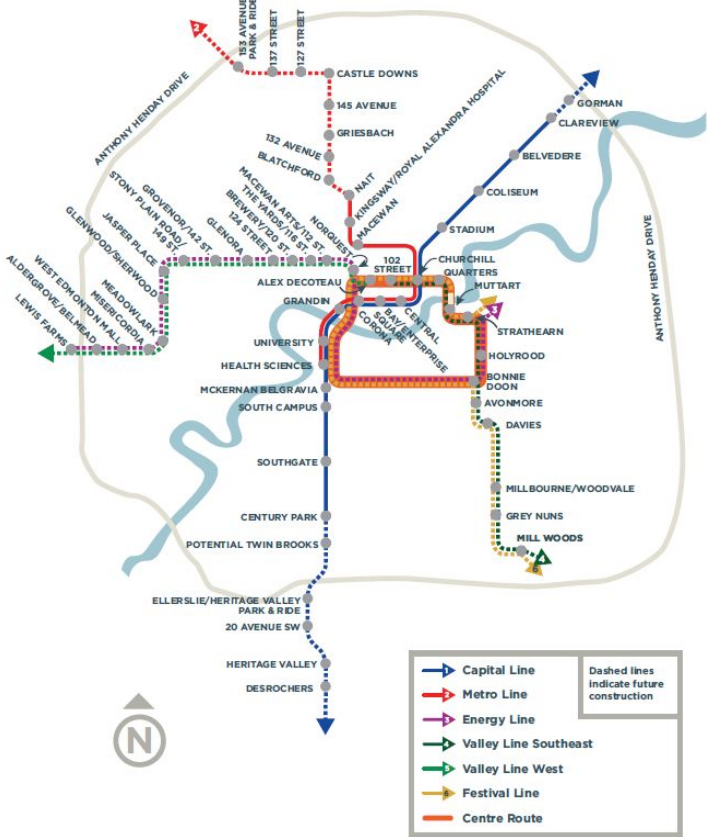
Fact Sheet

Background

Edmonton's LRT Network Plan was adopted in 2009 and recommends planning and implementing Light Rail Transit in a new way. The LRT Network Plan calls for a change in approach to an urban LRT system. This will offer citizens a consistent and reliable service that meets the needs of our growing urban and regional population. We are building an interconnected transportation system that allows citizens to walk, bike, drive and ride transit efficiently and conveniently.

City Council has approved criteria for LRT planning, one of which is that LRT run at-grade wherever possible, in order to better integrate into the communities it serves. Edmonton's LRT system will include high-floor vehicles on some lines, and low-floor vehicles on others. However, all new LRT lines will be designed and constructed with an urban-style LRT philosophy. One advantage of this style is the LRT will operate with reduced speeds in congested areas, allowing LRT to fit and operate safely in pedestrian-oriented communities with reduced right-of-way and fewer barriers. Other key features of urban-style LRT include:

- Smaller-scale stations that are spaced closer together
- Investment in landscape, architecture and streetscaping design
- Incorporating organic materials such as stone and wood wherever possible
- More direct transit, pedestrian and cyclist connections



Current LRT Projects

Valley Line Southeast: The Valley Line Southeast is currently under construction. It will run 13 km between Downtown and Mill Woods, and will feature:

- 11 street-level stops
- An elevated station with a 1,300-spot Park and Ride facility and a full transit centre located in the Wagner industrial area
- The new Tawatinâ Bridge across the North Saskatchewan River
- An interchange point at Churchill Square to access the existing Metro and Capital LRT lines

This project has a capital cost of \$1.8 billion, and is being delivered as a public-private partnership (P3).

Valley Line West: The second stage of the Valley Line. The Valley Line West is an urban-style 14 km line that will run between Downtown and Lewis Farms in west Edmonton. The project entered into procurement in March 2019, and a shortlist of pre-qualified teams was released on May 31, 2019. In July, two of the three shortlisted teams withdrew from the process for unrelated reasons. The City paused the procurement process to better understand the construction industry's interest in building the project, and will relaunch procurement in early 2020. Construction is expected to begin in 2021.

Metro Line Northwest: The Metro Line Northwest is being delivered in two phases. Phase 1 from NAIT to Blatchford is currently in the procurement phase and is anticipated to begin construction in 2020. City Council approved the updated concept plan for Phase 2 from Blatchford to Campbell Road on January 22, 2019. The City also completed preliminary design for Phase 2 in 2019. The project will move forward when funding becomes available.

Capital Line: The current Capital Line will be extended south and northeast from its current alignment. The Capital Line Southeast is a 4.5 km high-floor extension terminating at a combined LRT station, transit centre, and Heritage Valley Park and Ride facility on Eglerslie Road, located between 127 Street and 135 Street. The City is currently finalizing the preliminary design for the Capital Line Southeast. Construction will occur when funding becomes available.

Capital Line Northeast: The Capital Line Northeast LRT Extension is a 2.9 km extension north of Clareview Station. The City completed preliminary engineering for an LRT extension north of Clareview station in 2010. The City will move forward to design and construction once funding becomes available

For more information

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