

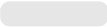
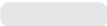
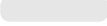
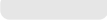
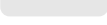

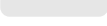
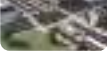
VALLEY LINE WEST LRT

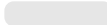
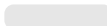


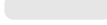

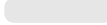
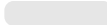

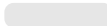

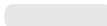
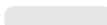


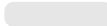

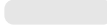


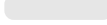
LEWIS FARMS TO DOWNTOWN

Winter 2024



CONTENTS

Valley Line LRT	4
About Valley Line West	5
Edmonton's LRT Network Plan.....	6
Valley Line West: Concept Planning.....	7
Valley Line West: Community Integration	8
Urban Low-Floor LRT Stop	9
Valley Line West is Under Construction.....	10
Valley Line to Welcome New Low-Floor Trains	11
Map Explanation and Disclaimers.....	12
 Lewis Farms	13
 Anthony Henday Drive LRT Bridge CONCEPTUAL VISUALIZATION	14
 Anthony Henday Drive.....	15
 Aldergrove/Belmead.....	16
 Aldergrove/Belmead Stop CONCEPTUAL VISUALIZATION	17
 Aldergrove/Belmead Stop	18
 178 Street	19
 West Edmonton Mall Station CONCEPTUAL VISUALIZATION	20
 West Edmonton Mall Station.....	21
 Misericordia Station.....	22
 Misericordia Station CONCEPTUAL VISUALIZATION	23
 Meadowlark Park	24
 Meadowlark Stop CONCEPTUAL VISUALIZATION	25
 Meadowlark Stop.....	26
 Meadowlark Park/Sherwood.....	27
 Glenwood/Sherwood Stop CONCEPTUAL VISUALIZATION	28
 Glenwood/Sherwood Stop	29

	West Jasper Place/Glenwood	30
	Jasper Place Stop	31
	Jasper Place Stop CONCEPTUAL VISUALIZATION	32
	Stony Plain Road/149 Street Stop CONCEPTUAL VISUALIZATION	33
	Stony Plain Road/149 Street Stop	34
	Grovenor/142 Street Stop CONCEPTUAL VISUALIZATION	35
	Grovenor/142 Street Stop.....	36
	Glenora.....	37
	Glenora Stop CONCEPTUAL VISUALIZATION	38
	Glenora Stop	39
	Stony Plain Road Bridge CONCEPTUAL VISUALIZATION	40
	Westmount	41
	124 Street Stop and Brewery/120 Street Stop.....	42
	124 Street Stop CONCEPTUAL VISUALIZATION	43
	Brewery/120 Street Stop CONCEPTUAL VISUALIZATION	44
	The Yards/116 Street Stop.....	45
	The Yards/116 Street Stop CONCEPTUAL VISUALIZATION	46
	MacEwan Arts/112 Street Stop	47
	MacEwan Arts/112 Street Stop CONCEPTUAL VISUALIZATION	48
	NorQuest Stop CONCEPTUAL VISUALIZATION	49
	NorQuest Stop and Alex Decoteau Stop	50
	Acknowledgements	51
	How to get in touch with us	52

VALLEY LINE LRT

LEWIS FARMS – DOWNTOWN – MILL WOODS

Why Valley Line?

In creating Edmonton's first urban-style LRT line, the City wanted to highlight a special feature of our city: the river valley that threads its way through the heart of Edmonton, binding our city together. Valley Line is about staying connected, with more frequent and accessible stops allowing you to access the communities along the line – not only major destinations.



ABOUT VALLEY LINE WEST



Valley Line West is the second stage of Valley Line, an urban-style 27-kilometre line that will operate between Mill Woods in southeast Edmonton and Lewis Farms in west Edmonton.

Upon completion of construction and testing, the low-floor trains will travel the full 27-kilometre line in approximately one hour and 15 minutes.

Once completed, Valley Line West will offer a connection downtown for access to Edmonton's existing high-floor LRT lines (Capital Line and Metro Line), allowing transit riders to easily access the entire LRT network. Valley Line West will link transit riders to major destinations like NorQuest College, MacEwan University, Brewery District, Jasper Place, the Orange Hub, 124 Street, Meadowlark Health and Shopping Centre, Misericordia Hospital and West Edmonton Mall.

Exploring the highlights of Valley Line West

- **14 street-level stops** and **two elevated stations** (at the Misericordia Community Hospital and West Edmonton Mall)
- **Two new bridges:** Stony Plain Road bridge crossing Groat Road and an 87 Avenue LRT bridge crossing Anthony Henday Drive
- **Connections with transit centres** at Jasper Place, West Edmonton Mall and Lewis Farms, and an **expanded Park & Ride** at Lewis Farms
- Integration with Valley Line Southeast, from 102 Street to Mill Woods—including a connection with Capital Line and Metro Line at Churchill Stop through Churchill Connector
- Smaller-scale stops that are spaced more closely together, providing LRT access within walking distance to thousands of people
- Trains to run every five minutes during peak hours
- **No crossing arms, gates or bells at intersections** as trains will typically run with the flow of traffic and share the road with motorists, pedestrians and cyclists
- The same fares, security and service across the entire Edmonton public transit system

The City of Edmonton graciously acknowledges the funding received for the Valley Line West project from the Government of Canada and the Government of Alberta.

EDMONTON'S LRT NETWORK PLAN

Strategy

Concept

Design

Build

Operate

Strategies examine how potential LRT expansion fits in with long-term land-use plans to manage the city's growth.

Edmonton is changing, and our transportation needs are growing. LRT is a key part of Edmonton's mass transit network as outlined in The City Plan and a solution to move people quickly and efficiently along transportation corridors.

In 2009, City Council adopted a long-term LRT Network Plan. As time passed, elements of the LRT Network Plan continued to evolve and were incorporated into The City Plan, Edmonton's combined municipal development plan and transportation master plan. With the approval of The City Plan in 2020, the LRT network will continue to expand to all quadrants of the city in conjunction with bus rapid transit (BRT) along key routes.

Our expanded LRT network is key to Edmonton's sustainable growth, and Valley Line West is a critical part of building a more livable and accessible city as we grow to welcome a million more people.

From May to December 2009, citizens attended two public workshops, two public information meetings and completed 502 online questionnaires, providing feedback used to select the Valley Line West corridor. The City also completed 21 face-to-face interviews with stakeholders along the corridor. Finally, a public hearing was held at City Council to discuss the recommended corridor. At that meeting, City Council approved the Valley Line West corridor connecting downtown to Lewis Farms in west Edmonton.

The strategic direction chosen at this stage was later supported by funding from the Government of Canada and the Government of Alberta.



Capital Line	Valley Line	Park & Ride (City-operated)
Metro Line	Potential Future Extension	Park & Ride (private/other)

VALLEY LINE WEST: CONCEPT PLANNING

Strategy

Concept

Design

Build

Operate

Concept plans define the route, station and stop locations and LRT track alignment within transportation corridors. The plans also identify all major infrastructure, crossings, property requirements and initial cost estimates.

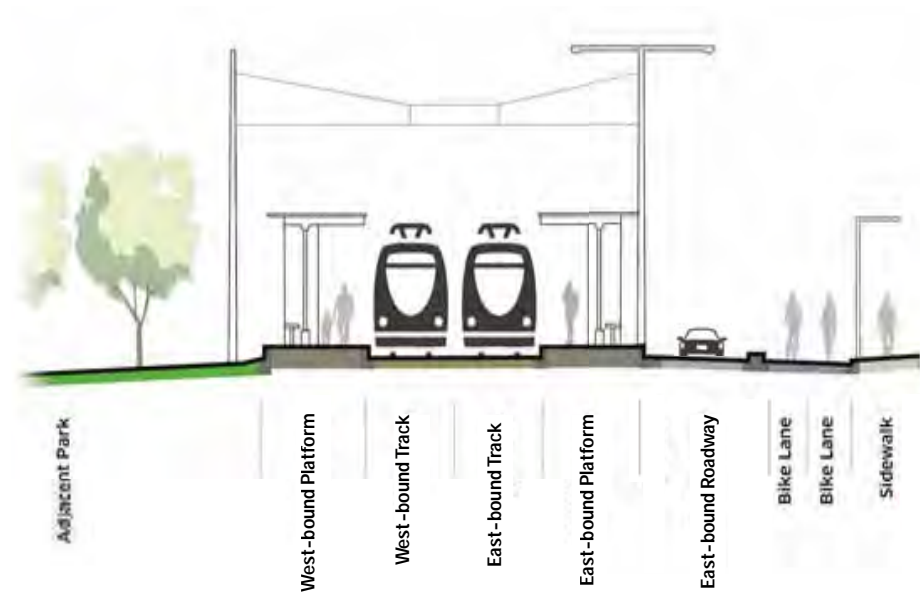
Edmonton's LRT Network Plan mandated a review to determine the most appropriate LRT style to meet Edmonton's future mass transit needs. After careful consideration and planning, the City chose the low-floor LRT system. Valley Line will be a part of this system and offer a connection downtown to access Edmonton's existing high-floor LRT system.

Public input has played an essential role in shaping Valley Line West, from identifying the corridor in 2009, developing the concept plan and completing the preliminary design in 2013.

Public engagement in May and June 2010—during the concept phase of the Valley Line West project—provided the City's project team with input on how to "fit" the Valley Line West route into the selected corridor. Public opinions at that time helped to define: (1) where the LRT would run within the corridor; (2) where the LRT bridges or elevated guideways would be; (3) where the stations and stops would be located and the configuration; and (4) how vehicle access in and out of communities would be affected.

The concept plan was presented at eight formal public engagement and information events, reaching more than 650 citizens along the future LRT corridor. In January 2011, City Council approved the Valley Line West LRT concept plan.

Low-floor LRT features smaller stops that require less infrastructure—a stop can be as simple as a raised curb and sidewalk—although Edmonton's system will feature shelters for protection from the elements. Low-floor LRT trains will also run at community traffic speeds and abide by traffic signals, allowing the system to integrate harmoniously into the neighbourhoods it serves.



An example of a low-floor LRT system at Alex Decoteau Stop on 102 Avenue

For detailed information about the Valley Line project, its phases and the history of public engagement, please visit **Project History** at edmonton.ca/valleyline.

VALLEY LINE WEST: COMMUNITY INTEGRATION



The design phase includes two successive parts: preliminary design and detailed design. This phase further refines engineering details and develops architectural, landscaping and aesthetic plans. Property requirements are confirmed.

A major priority of the Valley Line project was to design a transit system that meets the overall goals of LRT expansion and fully integrates into the communities it serves.

Edmontonians were informed on the refinements to the design throughout 2017 and 2018. Thousands of Edmontonians have engaged in the project through in-person and online meetings, presentations, open houses and correspondence with the Valley Line West team.

Principles of Sustainable Urban Integration

After two years of public engagement focused on the design elements of the new LRT line, the City established the Sustainable Urban Integration (SUI) vision for the Valley Line West.

The SUI guidelines look beyond the building of train tracks and focus on creating safe, attractive and connected neighbourhoods. This approach involves designing livable, pedestrian-friendly environments and adding enhancements that reflect the feel and character of each community along the LRT corridor.

Some examples of SUI enhancements include: (1) building shared-use pathways, sidewalks and trails; (2) adding bike lanes that connect to the City's existing active transportation network; (3) creating pedestrian-friendly zones around LRT stops and stations; (4) using enhanced landscaping and streetscaping along the LRT corridor to create attractive user experiences and an enhanced natural environment; and (5) incorporating natural materials such as stone and wood wherever possible.

Continuous touch-points with communities

In 2017, the City also established five Citizen Working Groups along the Valley Line West corridor. These groups play an active role in how the City works with communities to share information, identify issues and seek opportunities to minimize impacts related to the construction of Valley Line West. These groups are designed to be neighbourhood-focused and organized to reflect common characteristics and interests along the corridor from downtown to Lewis Farms. Group members are volunteers reflecting a cross-section of the community.

Environmental considerations

While Valley Line West is largely situated in urbanized areas of Edmonton, it also runs through or next to natural areas like MacKinnon Ravine, Groat Ravine and Muskakosi Natural Area.

In 2018, the City prepared environmental impact assessments to examine and address construction activities that would take place next to these natural areas. The reports examined the bridge replacement at Stony Plain Road crossing Groat Ravine, the removal of a bus loop between Stony Plain Road and MacKinnon Ravine near 148 Street and the location of the Valley Line West terminus at Lewis Farms.

The slopes of Groat Ravine will be reclaimed to native forests, and some new natural areas will be established on the margins. No significant impact on wildlife is anticipated, but a "critter crossing" bench will be built into the new bridge to assist wildlife moving through the ravine.

The top of the slope at MacKinnon Ravine will see new, native trees and shrubs after construction.

The Valley Line West project has minimized encroaching into the Muskakosi Natural Area during the planning of the Lewis Farms Park & Ride expansion; any disturbed areas will be restored with native species.

URBAN LOW-FLOOR LRT STOP



A typical low-floor LRT stop is purposefully designed with clear sightlines and lighting in mind. Each stop will have LRT arrival/departure signs; large maps and wayfinding signs; transit fare payment machines; lean bars and benches for resting; and enclosed shelters suitable for Edmonton winters.

1. Stop platforms are close to existing sidewalk height for better integration into communities
2. Barrier-free access to platforms for people of all mobility needs
3. Step-free boarding onto a train
4. Visually enhanced pedestrian crossings with train tracks at road height
5. Multiple bike racks for easy connections
6. Themed stop canopies, benches, waste receptacles and lean bars to reflect the spirit of the communities
7. Variable message sign to inform passengers of the next train arrival
8. Integrated lighting for convenience and safety
9. Enclosed shelters for protection from weather elements
10. Tactile safety strips for enhanced safety of all passengers
11. Space for public art

VALLEY LINE WEST IS UNDER CONSTRUCTION



In November 2018, the Government of Alberta announced a funding commitment of approximately \$1 billion for Valley Line West construction. That commitment was followed by the approval of a federal funding contribution in March 2019 of approximately \$1 billion under the Investing in Canada Infrastructure Program, along with the City of Edmonton's contribution of approximately \$630 million. Total costs for the project stand at approximately \$2.6 billion.

The Valley Line West project entered procurement in 2020. After shortlisting three teams, the City selected Marigold Infrastructure Partners (marigoldinfra.ca) to design, build and partially finance the Valley Line West project.

For the next several years, you can expect construction and traffic disruptions between downtown and Lewis Farms. The City and Marigold continue to work with property owners, businesses and surrounding communities through direct stakeholder outreach and Citizen Working Groups.

Ongoing communications activities for Valley Line West include information-sharing with First Nations and Métis communities that have historic and cultural connections to this territory. The City has shared information, arranged site visits, conducted ceremonies and responded to questions, concerns and opportunities related to Valley Line West.

The City has also heard from residents along the Valley Line West route that trees are a cherished part of their communities. The project team has worked extensively on mitigation plans to reduce impacts by preserving the city's tree canopy. Adhering to the City's Corporate Tree Policy 456A, which prioritizes the preservation and protection of trees on City lands, the Valley Line West project relocated all impacted trees of appropriate size and health.

To help offset necessary tree removals, the project will plant at least 1,800 new trees and shrubs along the Valley Line West route upon the completion of construction.



Gantry crane on the elevated guideway along 87 Avenue, November 2023



Construction on the new Stony Plain Road Bridge, November 2023



VALLEY LINE TO WELCOME NEW LOW-FLOOR TRAINS

The fleet for Valley Line will include 46 new Hyundai Rotem low-floor trains. These trains will be delivered as part of the Valley Line West LRT project and run seamlessly between Mill Woods and Lewis Farms.

Low-floor trains were first introduced in the late 1980s and have since evolved to become the industry standard for new LRT systems in Europe and North America. Most of the mechanical equipment on a low-floor train is located on the roof, which means the train doors open at curb level for step-free boarding.

A great advantage of a low-floor LRT system is the stops can be smaller and require minimal infrastructure. A stop can be as simple as a raised curb and sidewalk, although Edmonton's system will feature canopies and shelters for protection from the weather. Trains will also run at community traffic speeds and use traffic signals, which means warning bells, crossing arms, gates and flashing lights won't be necessary. This approach is common in many cities across the world and allows the LRT to integrate harmoniously with the communities it serves.

MAP EXPLANATION AND DISCLAIMERS

The following maps show stops, stations and the LRT route along Valley Line West. For simplicity, we've chosen a west-to-east LRT travel path, starting at Lewis Farms and travelling toward downtown.

Detailed design on Valley Line West is ongoing, and some elements may change. The placement of trees and other landscaping elements shown in this booklet are for illustration purposes only and will be finalized toward the end of construction.



Trackway – At-Grade (street level)



Trackway – Ramp



Trackway – Elevated



Stop Platform



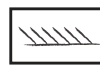
Concrete Walk/
Shared Use Path



Pedestrian Activated
Crossing



Pedestrian Crossing



Access Closure (Public Alleys
and Roadways only)



Passenger Drop Off



Existing/Proposed
Bike Connection



Covered Bike Parking



Traffic Signals



Utility Complex



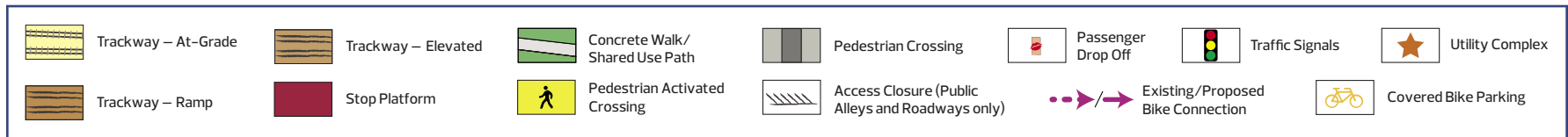
Naturalized Areas



Proposed Trees



Landscape Area
(Hard or Soft)



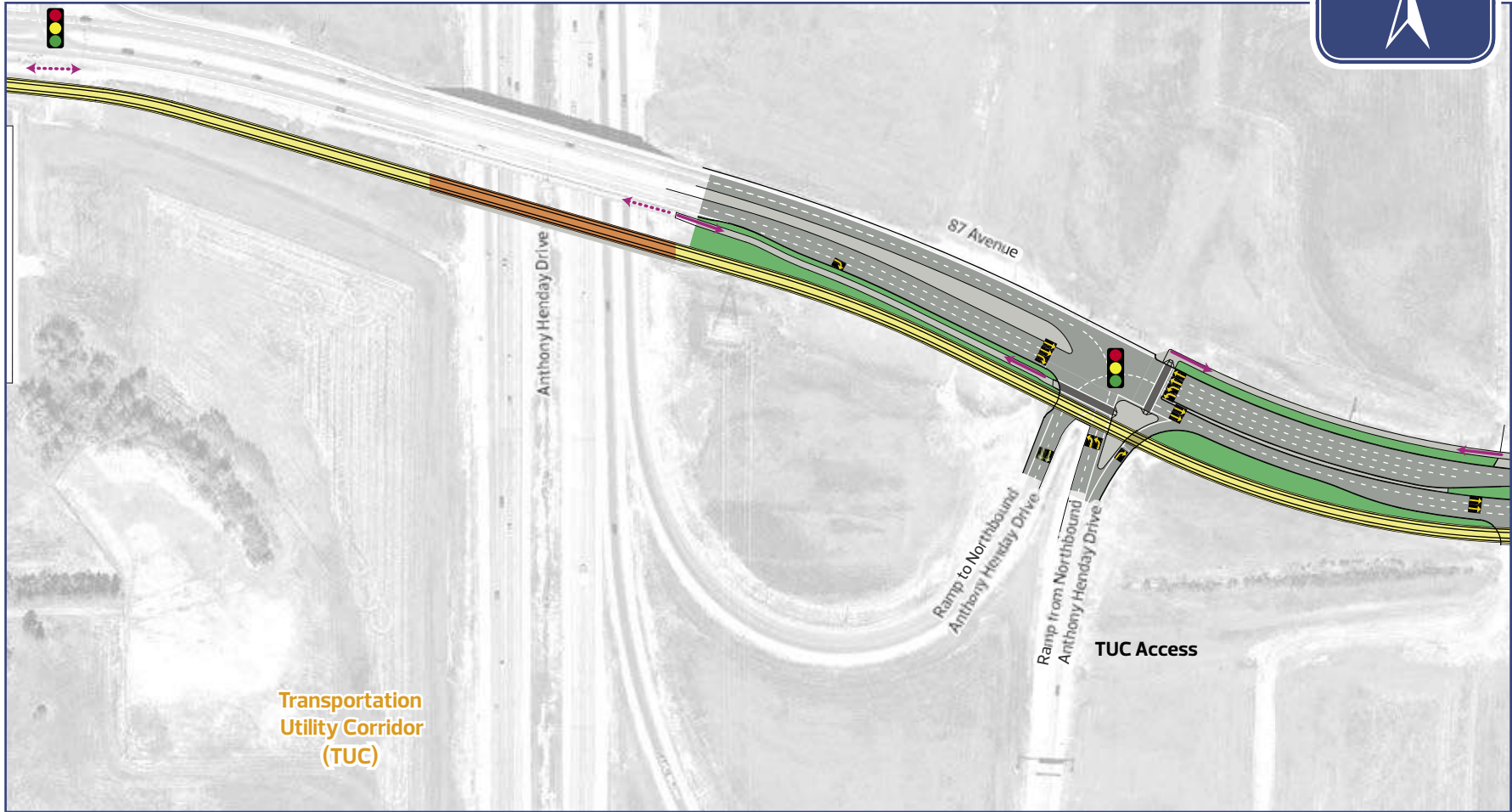
Through public engagement, area residents chose a park-like theme for the Lewis Farms Stop.

The Valley Line West LRT will start at the Lewis Farms Transit Centre and Park & Ride, which is located southwest of Webber Greens Drive and Anthony Henday Drive. The LRT stop will be integrated with the existing transit centre and an expanded Park & Ride facility.

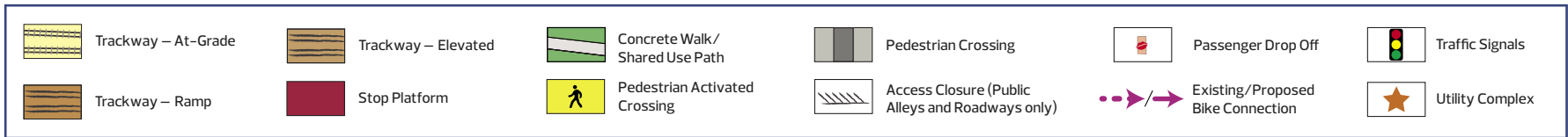
ANTHONY HENDAY DRIVE LRT BRIDGE

CONCEPTUAL VISUALIZATION





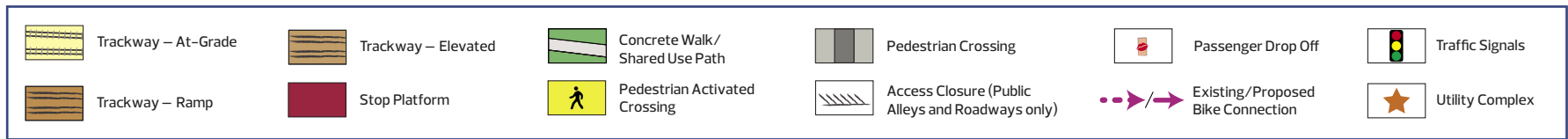
**Transportation
Utility Corridor
(TUC)**



Located on the south side of 87 Avenue, the LRT will cross Anthony Henday Drive via a new LRT bridge. The long-term expansion for the 87 Avenue interchange was considered in the planning process.

Anthony Henday Drive is the provincial ring road and a key goods movement corridor. Long-term plans for the 87 Avenue/Anthony Henday Drive interchange include a 'basket-weave' configuration that would ultimately connect with interchanges at Whitemud Drive and Stony Plain Road.

The LRT will need to cross the Anthony Henday Drive approach ramps at street level, which will require integration with existing and planned traffic signals that will be required at both the 87 Avenue/Anthony Henday Drive interchange and the LRT.

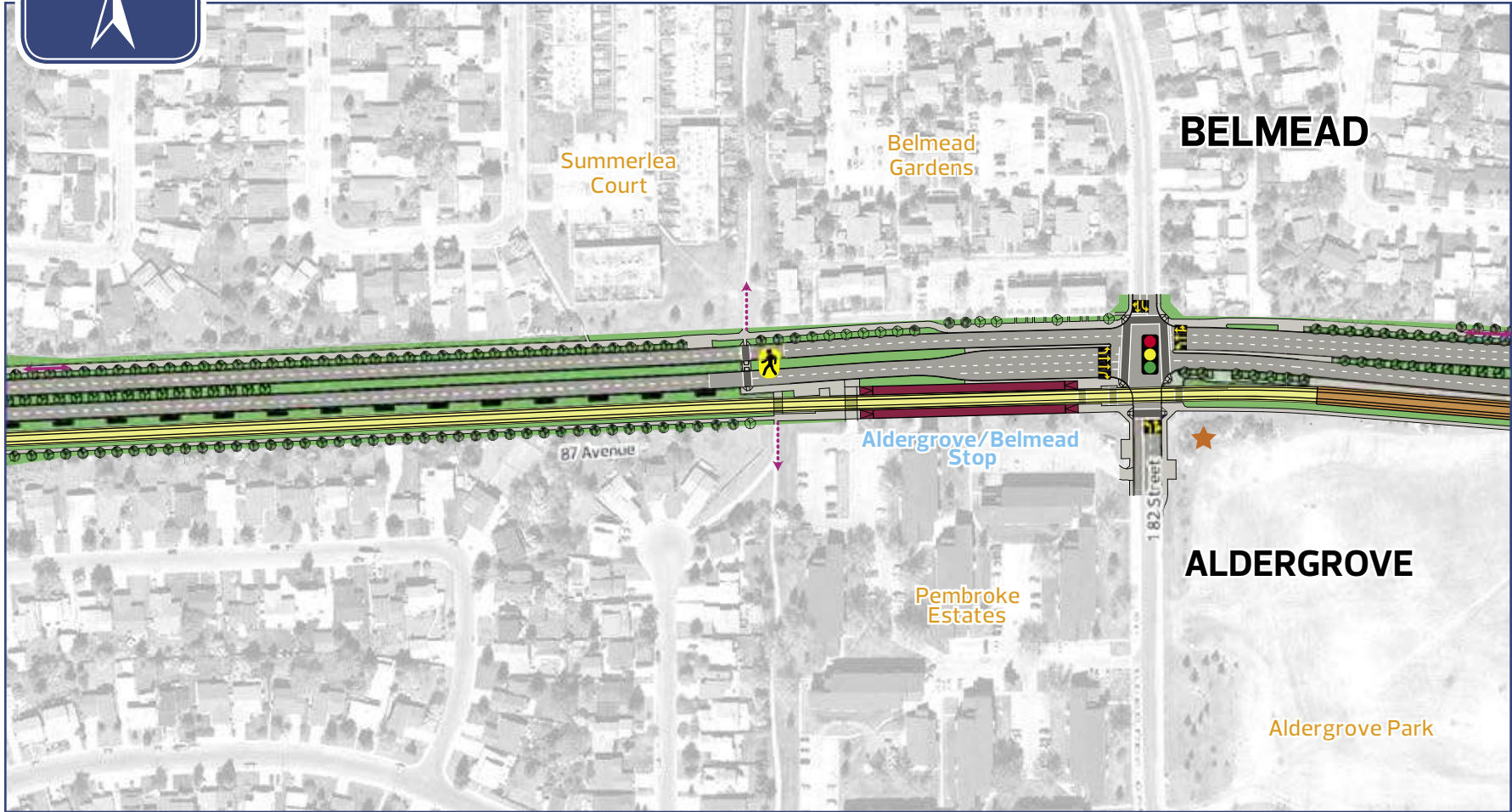


The LRT continues on the south side of 87 Avenue at street level. The intersection at 189 Street will provide access into the nearby neighbourhoods of Aldergrove and Belmead.

ALDERGROVE/BELMEAD STOP

CONCEPTUAL VISUALIZATION





	Trackway – At-Grade		Trackway – Elevated		Concrete Walk/ Shared Use Path		Pedestrian Crossing		Passenger Drop Off		Traffic Signals
	Trackway – Ramp		Stop Platform		Pedestrian Activated Crossing		Access Closure (Public Alleys and Roadways only)		Existing/Proposed Bike Connection		Utility Complex

Through public engagement, area residents chose a park-like theme for the Aldergrove/Belmead Stop.

The LRT continues on the south side of 87 Avenue until it reaches the Aldergrove/Belmead Stop just before the 182 Street and 87 Avenue intersection. After the intersection, it will begin to climb up on an elevated guideway in order to cross 87 Avenue.



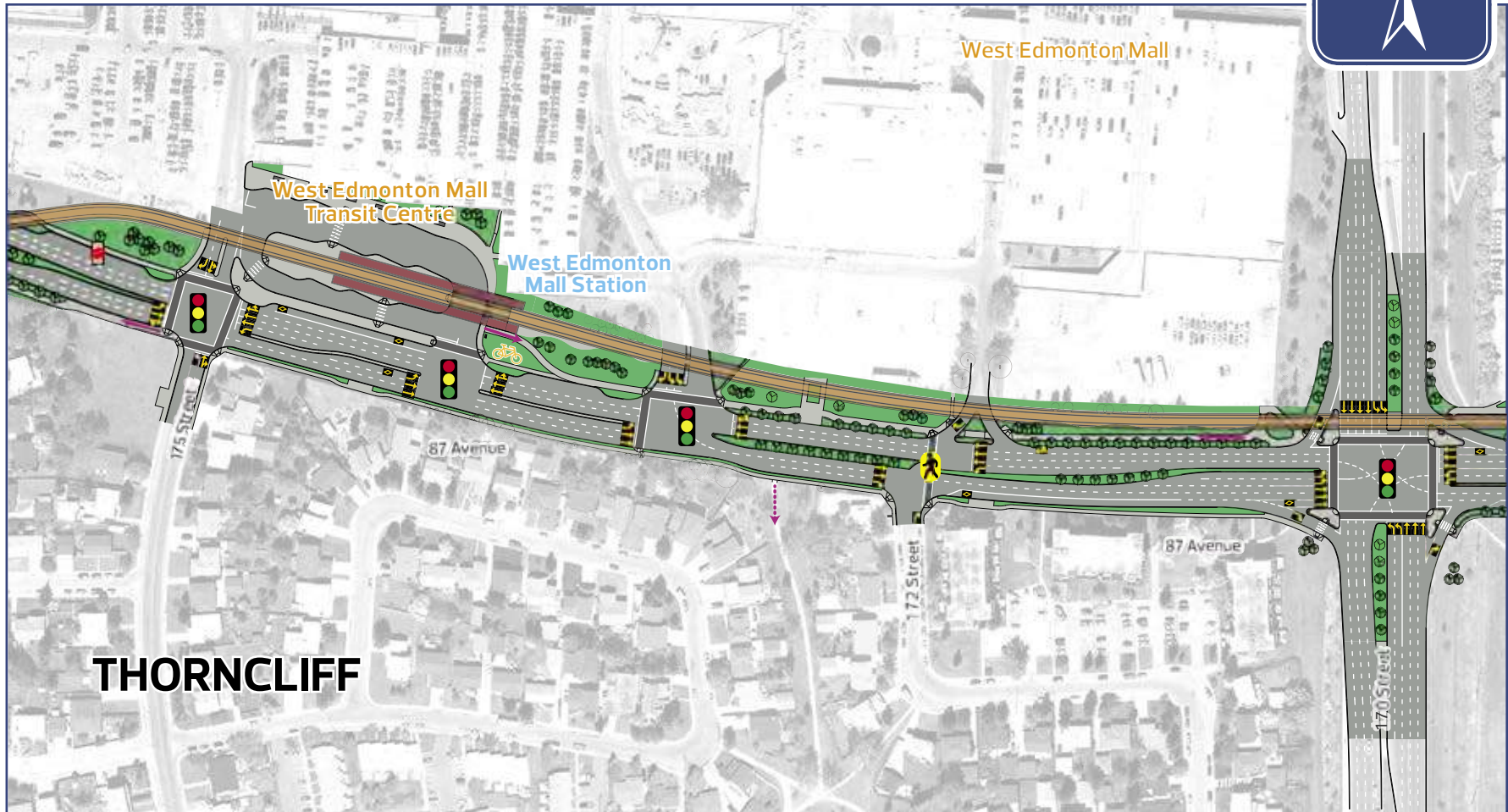
Trackway – At-Grade	Trackway – Elevated	Concrete Walk/ Shared Use Path	Pedestrian Crossing	Passenger Drop Off	Traffic Signals
Trackway – Ramp	Stop Platform	Pedestrian Activated Crossing	Access Closure (Public Alleys and Roadways only)	Existing/Proposed Bike Connection	Utility Complex

The LRT will continue to climb up from street level onto a structure which will cross the eastbound lanes of 87 Avenue and run along the median and over 178 Street. It will continue along the median on the elevated guideway, before crossing the westbound lanes of 87 Avenue as it approaches West Edmonton Mall Station.

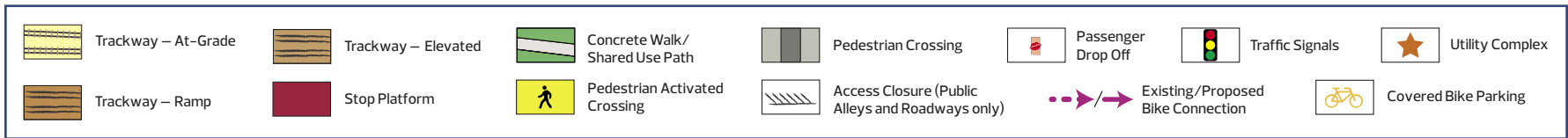
WEST EDMONTON MALL STATION

CONCEPTUAL VISUALIZATION





THORNCLIFF



The West Edmonton Mall Station will be elevated and built within the modern design theme. The station will be located on the north side of 87 Avenue, in approximately the same location as the original West Edmonton Mall Transit Centre. This station will connect the LRT to the

mall and transit centre. The LRT will leave the station and continue east, running on the elevated guideway on the north side of 87 Avenue over the 170 Street intersection. There will be no changes to intersections between 178 Street and 170 Street.



WEST MEADOWLARK PARK



	Trackway – At-Grade		Trackway – Elevated		Concrete Walk/ Shared Use Path		Pedestrian Crossing		Passenger Drop Off		Traffic Signals
	Trackway – Ramp		Stop Platform		Pedestrian Activated Crossing		Access Closure (Public Alleys and Roadways only)		Existing/Proposed Bike Connection		Utility Complex

The LRT continues on the north side of 87 Avenue to the elevated Misericordia Station. This station links another of Edmonton's hospitals into the city's LRT network, joining the University of Alberta health facilities (Capital and Metro Lines), Royal Alexandra (Metro Line) and Grey Nuns (Valley Line Southeast).

The main vehicle access to the hospital will be relocated to the 169 Street intersection, and a new, all-direction traffic signal will be added. The existing hospital vehicle access will be maintained with right-in and right-out turns. Left-in turns will be maintained for emergency vehicles.

The elevated track goes back to the centre of 87 Avenue, and the LRT descends back to ground level just east of 164 Street.

MISERICORDIA STATION

CONCEPTUAL VISUALIZATION





	Trackway – At-Grade		Trackway – Elevated		Concrete Walk / Shared Use Path		Pedestrian Crossing		Passenger Drop Off		Traffic Signals
	Trackway – Ramp		Stop Platform		Pedestrian Activated Crossing		Access Closure (Public Alleys and Roadways only)		Existing / Proposed Bike Connection		Utility Complex

The LRT continues east in the centre of 87 Avenue. A traffic signal at the 163 Street intersection will provide access to the neighbourhoods to the north. Service roads along 87 Avenue are removed to maintain two lanes of traffic in each direction without property acquisition. On-street parking

is provided in specific locations where it can be accommodated. The posted speed limit will remain at 50km/h. At the 159 Street intersection, the LRT turns north along Meadowlark Road, remaining centre-aligned.

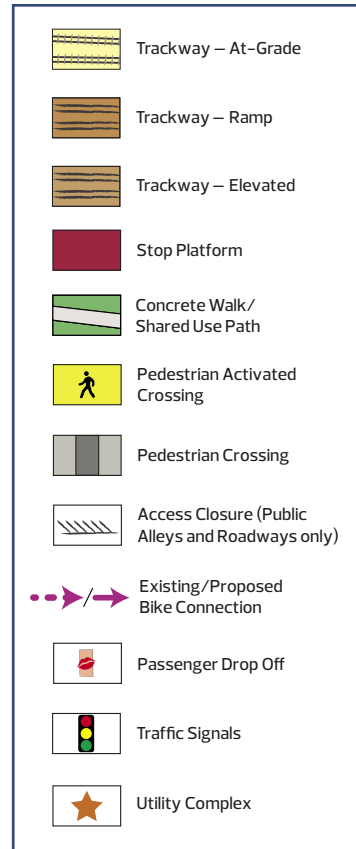
MEADOWLARK STOP

CONCEPTUAL VISUALIZATION





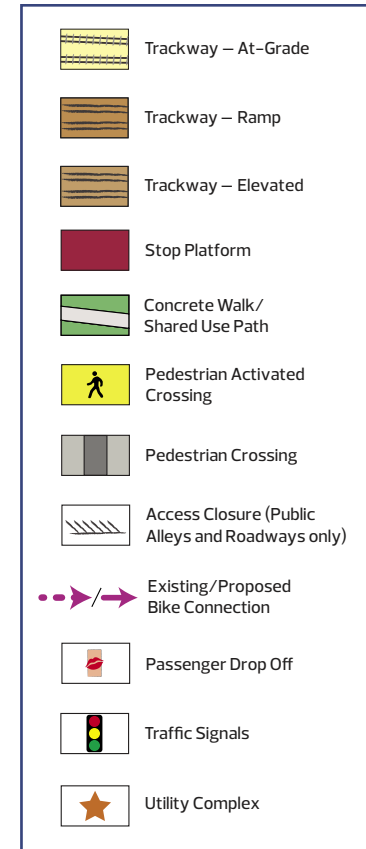
The LRT continues north in the centre of Meadowlark Road, with at least one traffic lane in each direction. **Through public engagement, area residents chose a park-like theme for the Meadowlark Stop.**





The LRT continues north in the centre of 156 Street, between the communities of Meadowlark Park and Sherwood, with one traffic lane in each direction.

On-street parking will be provided in specific locations where it can be accommodated.





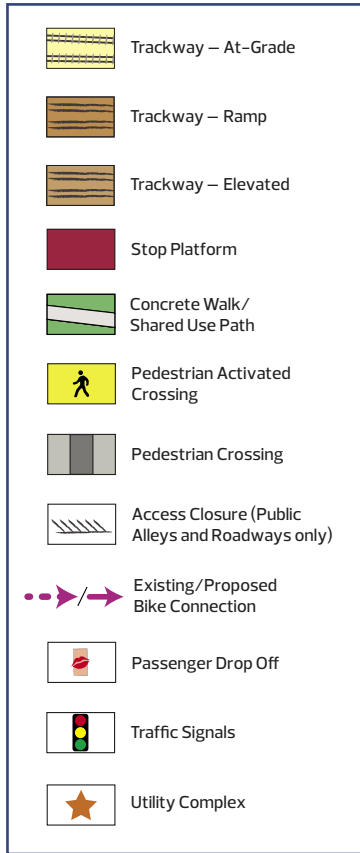
GLENWOOD/SHERWOOD STOP

CONCEPTUAL VISUALIZATION



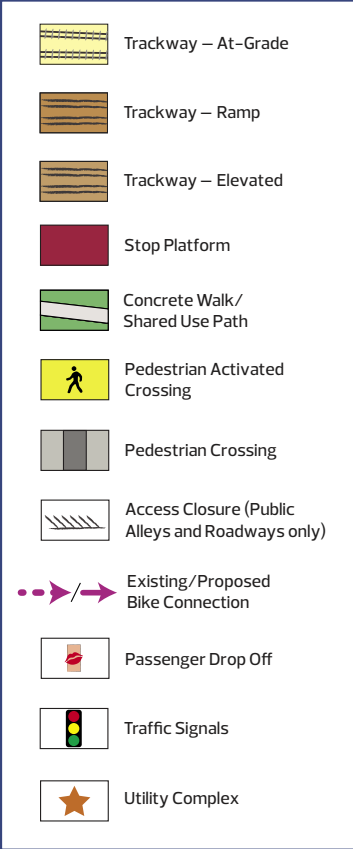
Through public engagement, area residents chose a park-like theme for the Glenwood/Sherwood Stop.

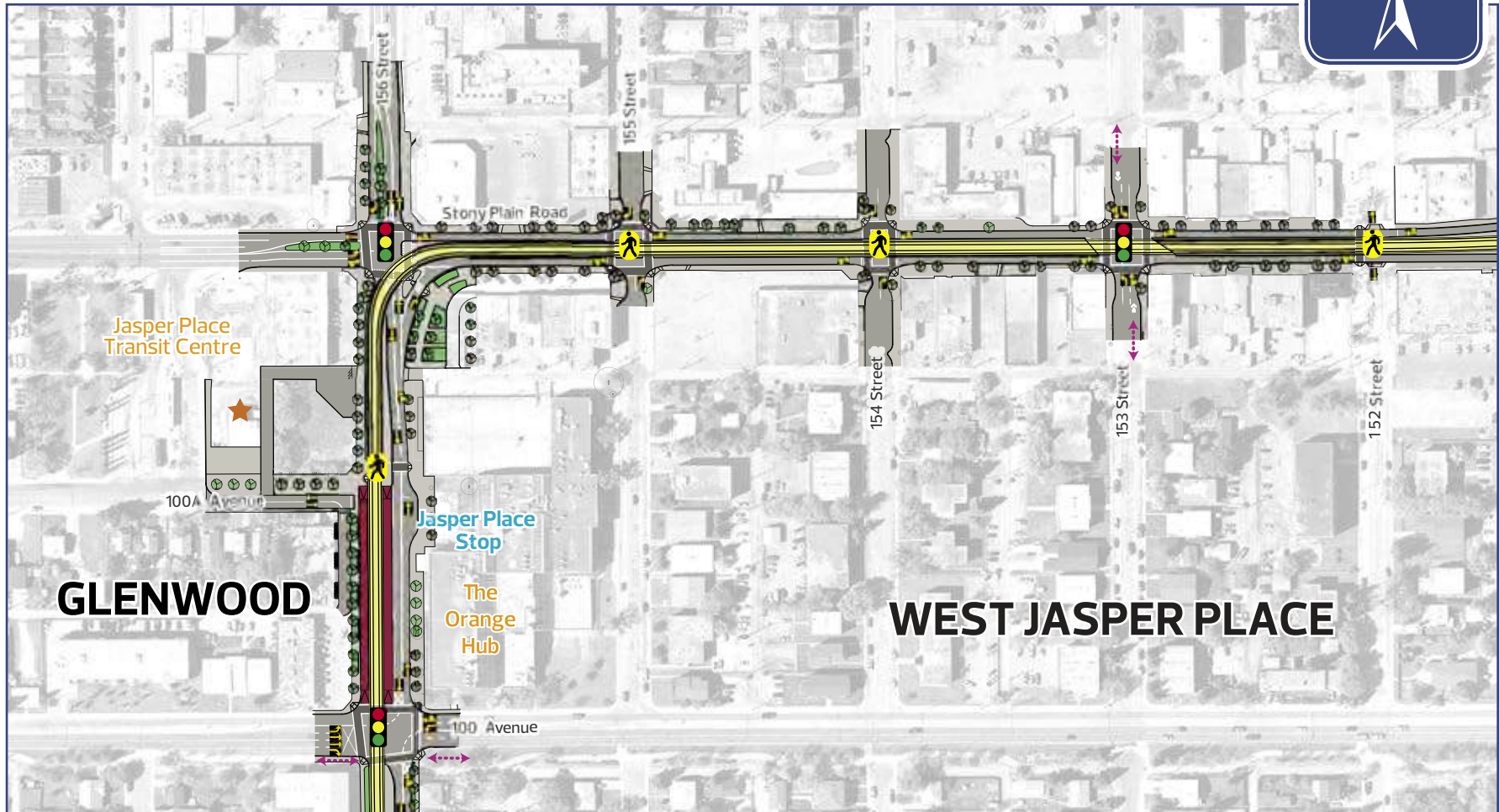
The stop at 95 Avenue will serve local businesses and the surrounding residential neighbourhood. The stop will have staggered platforms on the north and south sides of 95 Avenue to allow left-hand turn lanes from 156 Street to 95 Avenue. Signalized intersections will also be provided at 95 Avenue and 97 Avenue.





The LRT continues north in the centre of 156 Street, between the communities of Glenwood and West Jasper Place, with one traffic lane in each direction. At 99 Avenue, the LRT crosses the southbound traffic lane and continues northwards along the west side of 156 Street.





	Trackway – At-Grade		Trackway – Elevated		Concrete Walk/ Shared Use Path		Pedestrian Crossing		Passenger Drop Off		Traffic Signals
	Trackway – Ramp		Stop Platform		Pedestrian Activated Crossing		Access Closure (Public Alleys and Roadways only)		Existing/Proposed Bike Connection		Utility Complex

Through public engagement, area residents chose a park-like theme for the Jasper Place Stop.

The LRT will continue north along the west side of 156 Street towards Stony Plain Road, with northbound and southbound single lanes of traffic both running to the east side of the LRT. The Jasper Place Stop is located north of 100 Avenue, serving the Stony Plain Road business area and

providing access to the nearby Jasper Place Transit Centre, as well as nearby residential neighbourhoods.

Approaching Stony Plain Road, the LRT turns east to run along the centre of Stony Plain Road with one lane of traffic in each direction. A signaled intersection will be provided at 153 Street to allow vehicles and bikes to cross the tracks.

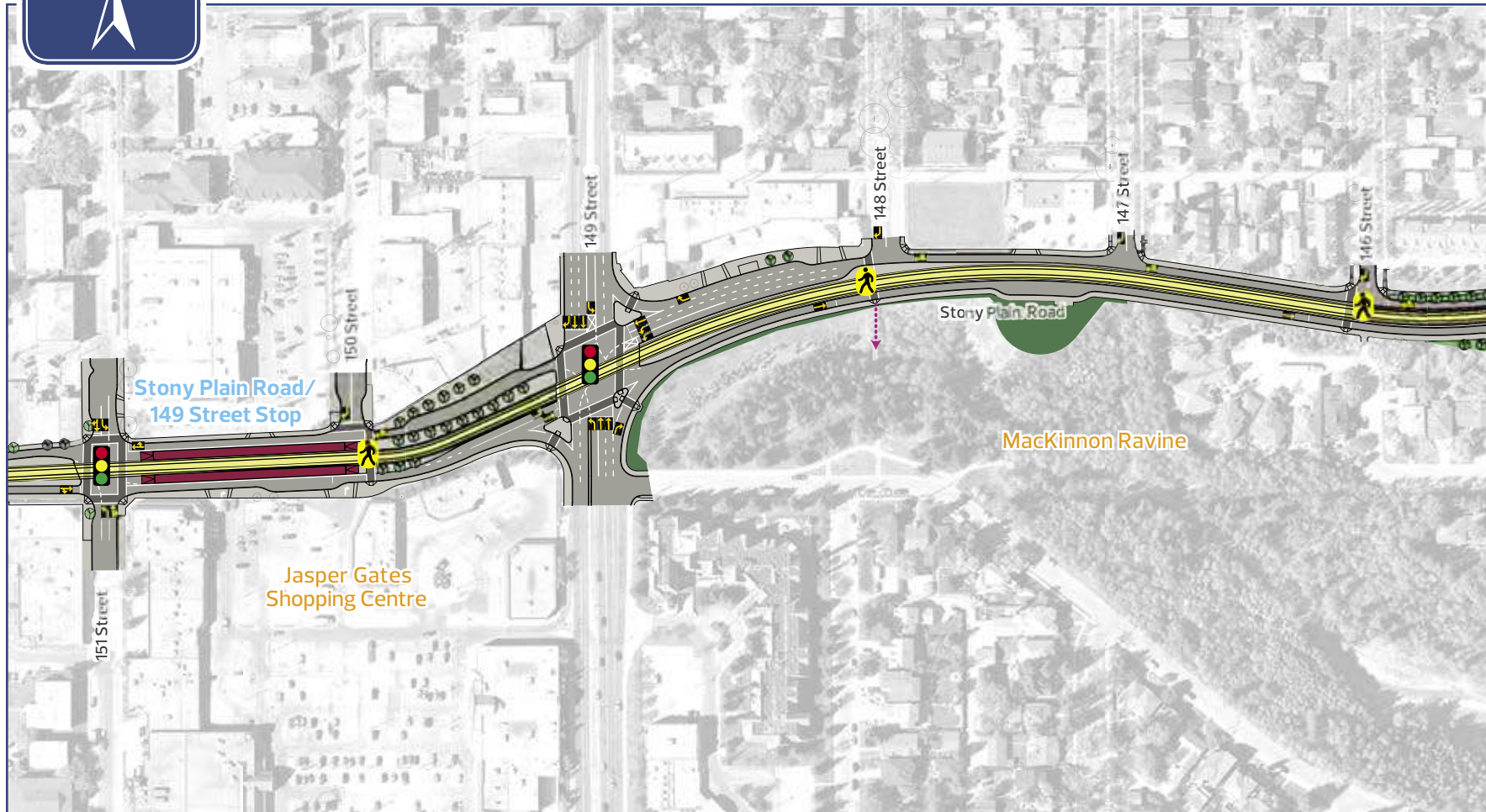


JASPER PLACE STOP
CONCEPTUAL VISUALIZATION

STONY PLAIN ROAD/149 STREET STOP

CONCEPTUAL VISUALIZATION





	Trackway – At-Grade		Trackway – Elevated		Concrete Walk/ Shared Use Path		Pedestrian Crossing		Passenger Drop Off		Traffic Signals
	Trackway – Ramp		Stop Platform		Pedestrian Activated Crossing		Access Closure (Public Alleys and Roadways only)		Existing/Proposed Bike Connection		Utility Complex

Through public engagement, area residents chose a park-like theme for the Stony Plain Road/149 Street Stop.

The Stony Plain Road/149 Street Stop will be located east of the 151 Street intersection to serve local businesses and the surrounding neighbourhoods. The LRT will continue east and cross the 149 Street intersection at street level.



GROVENOR/142 STREET STOP
CONCEPTUAL VISUALIZATION



	Trackway – At-Grade		Trackway – Elevated		Concrete Walk/ Shared Use Path		Pedestrian Crossing		Passenger Drop Off		Traffic Signals
	Trackway – Ramp		Stop Platform		Pedestrian Activated Crossing		Access Closure (Public Alleys and Roadways only)		Existing/Proposed Bike Connection		Utility Complex

Through public engagement, area residents chose a park-like theme for the Grovenor/142 Street Stop.

The LRT will continue east on Stony Plain Road, shifting to the north side of the road east of 144 Street.

The LRT will then cross on the north side of this intersection travelling to the Grovenor/142 Street Stop, which will serve the existing mature neighbourhoods.



GLENORA

	Trackway – At-Grade		Trackway – Elevated		Concrete Walk/ Shared Use Path		Pedestrian Crossing		Passenger Drop Off		Traffic Signals
	Trackway – Ramp		Stop Platform		Pedestrian Activated Crossing		Access Closure (Public Alleys and Roadways only)		Existing/Proposed Bike Connection		Utility Complex

The LRT will move to the centre of Stony Plain Road at approximately 139 Street and continue east to the Glenora Stop located at the 133 Street intersection. Traffic will be one lane in each direction.

GLENORA STOP

CONCEPTUAL VISUALIZATION





GLENORA

	Trackway – At-Grade		Trackway – Elevated		Concrete Walk/ Shared Use Path		Pedestrian Crossing		Passenger Drop Off		Traffic Signals
	Trackway – Ramp		Stop Platform		Pedestrian Activated Crossing		Access Closure (Public Alleys and Roadways only)		Existing/Proposed Bike Connection		Utility Complex

Through public engagement, area residents chose a historic theme for the Glenora Stop.

Leaving the Glenora Stop at the 133 Street intersection, the LRT will continue east, crossing Groat Road and Groat Ravine on a new bridge that will include one lane of traffic on each side.

Traffic signals are provided at 134 Street and 132 Street to maintain community connectivity and accessibility for vehicles, pedestrians and cyclists. The new bridge to cross Groat Road will also accommodate pedestrians on both sides of the road.

STONY PLAIN ROAD BRIDGE

CONCEPTUAL VISUALIZATION





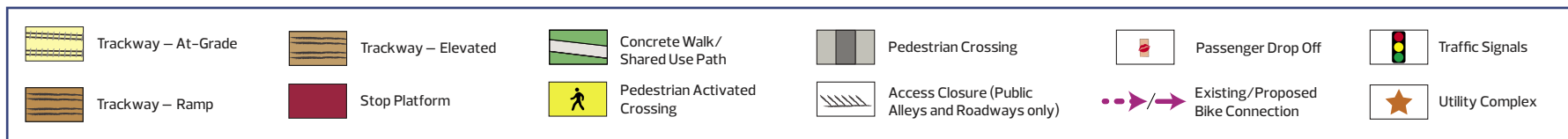
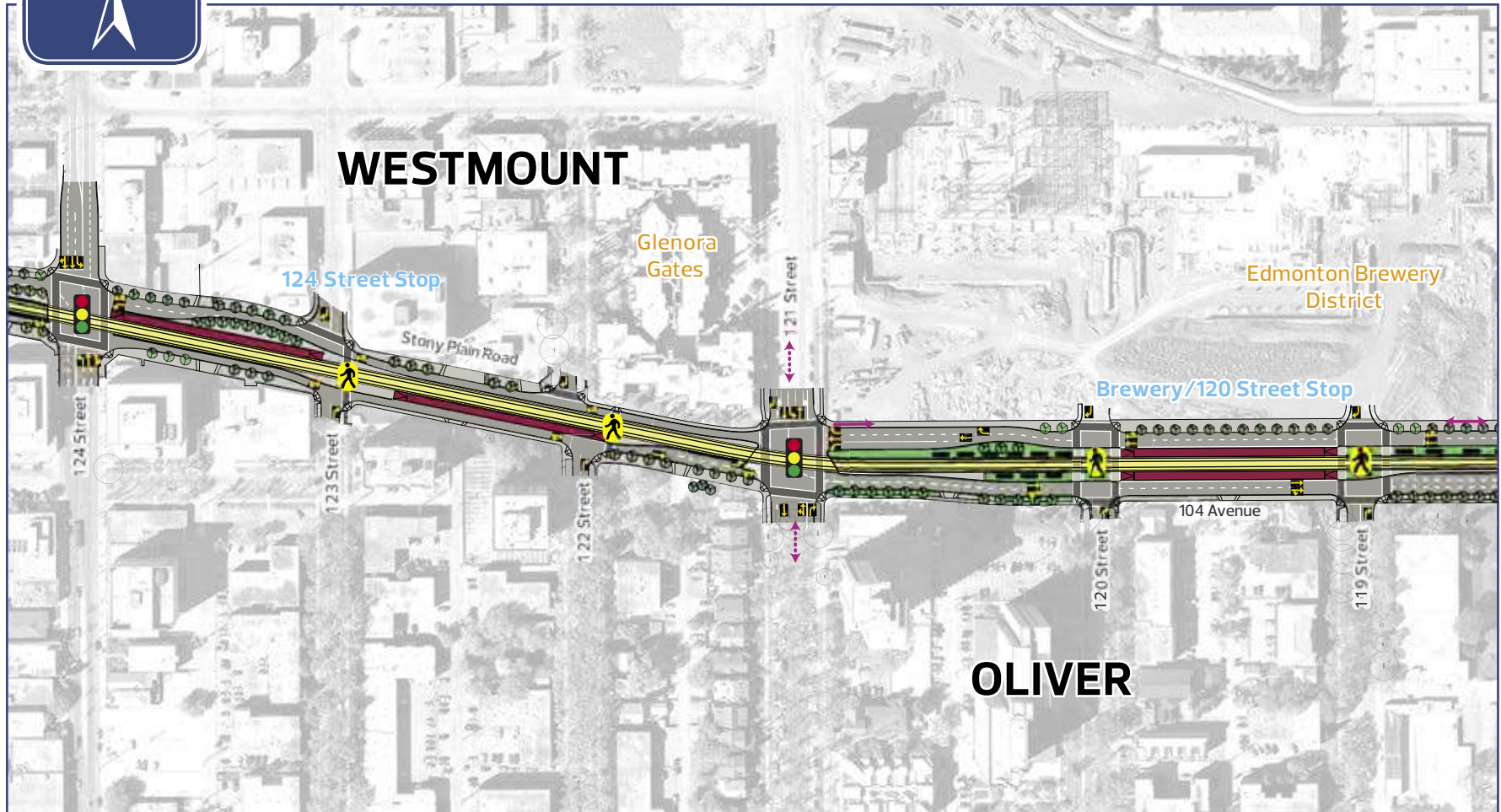
WESTMOUNT



	Trackway – At-Grade		Trackway – Elevated		Concrete Walk / Shared Use Path		Pedestrian Crossing		Passenger Drop Off		Traffic Signals
	Trackway – Ramp		Stop Platform		Pedestrian Activated Crossing		Access Closure (Public Alleys and Roadways only)		Existing/Proposed Bike Connection		Utility Complex

A special area to note is located east of the Stony Plain Road Bridge, where a section of properties located on the south side of Stony Plain Road currently has no alternative roadway access. To accommodate LRT and

access for these properties, traffic signals are provided at Sylvancroft Lane, allowing left turns into and out of the side road. A new service road will connect Sylvancroft Lane with Glenora Pointe and Woodbend Place.



Through public engagement, area residents chose a historic theme for the 124 Street Stop and a contemporary theme for the Brewery/120 Street Stop.

The LRT reaches another staggered stop east of 124 Street. Left turns will be available at this intersection for most directions of travel. However, eastbound left turns heading north onto 124 Street will not be possible. Motorists travelling in this direction will need to use turn-around opportunities in the surrounding street network at 121 Street to travel north.

The LRT will continue in the centre of Stony Plain Road to 104 Avenue, where upon crossing 121 Street, the roadway widens, and two lanes of vehicle traffic can be provided in each direction. The stop at 120 Street provides access to local businesses as well as the Edmonton Brewery District.

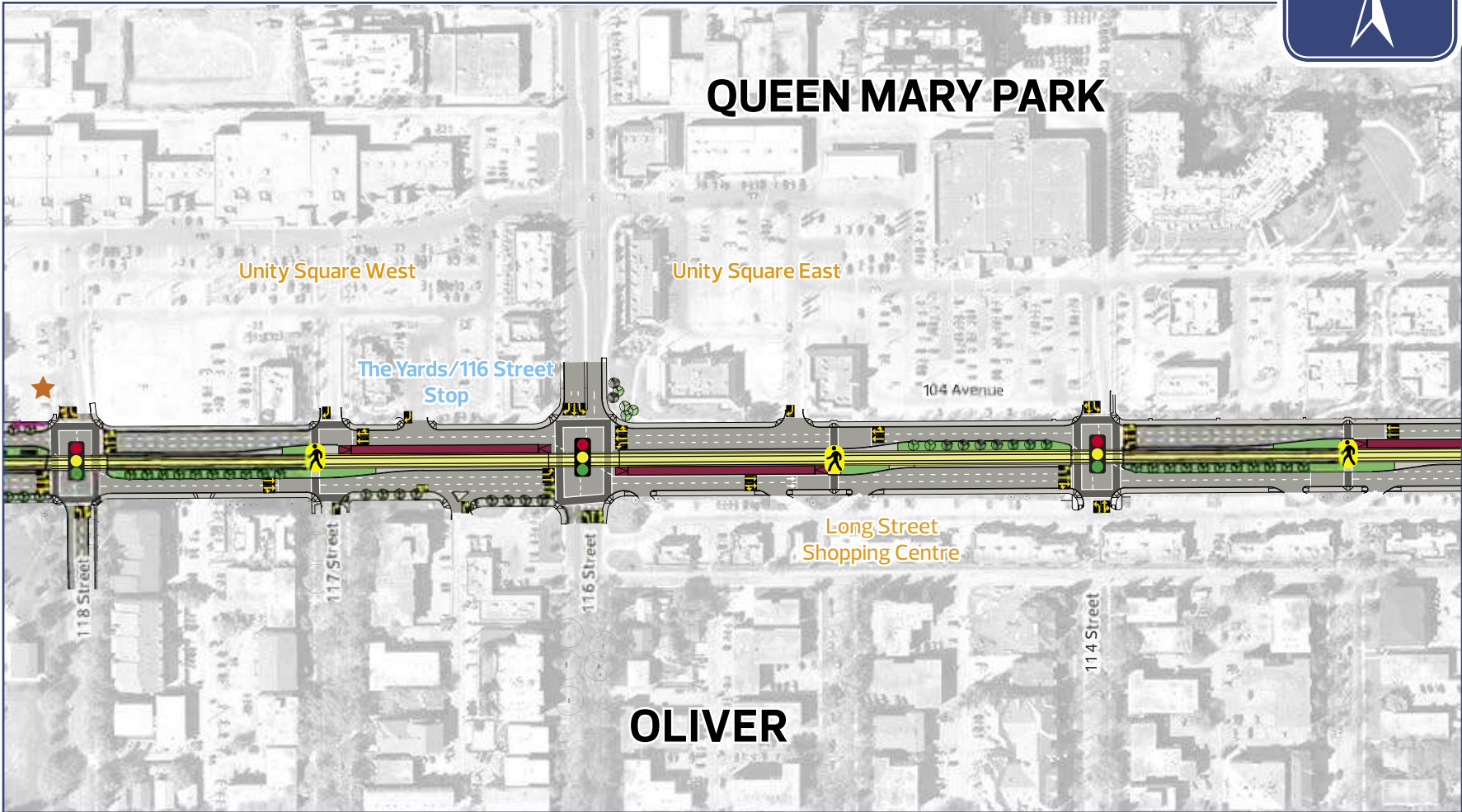
124 STREET STOP













CONCEPTUAL VISUALIZATION





BREWERY/120 STREET STOP
CONCEPTUAL VISUALIZATION



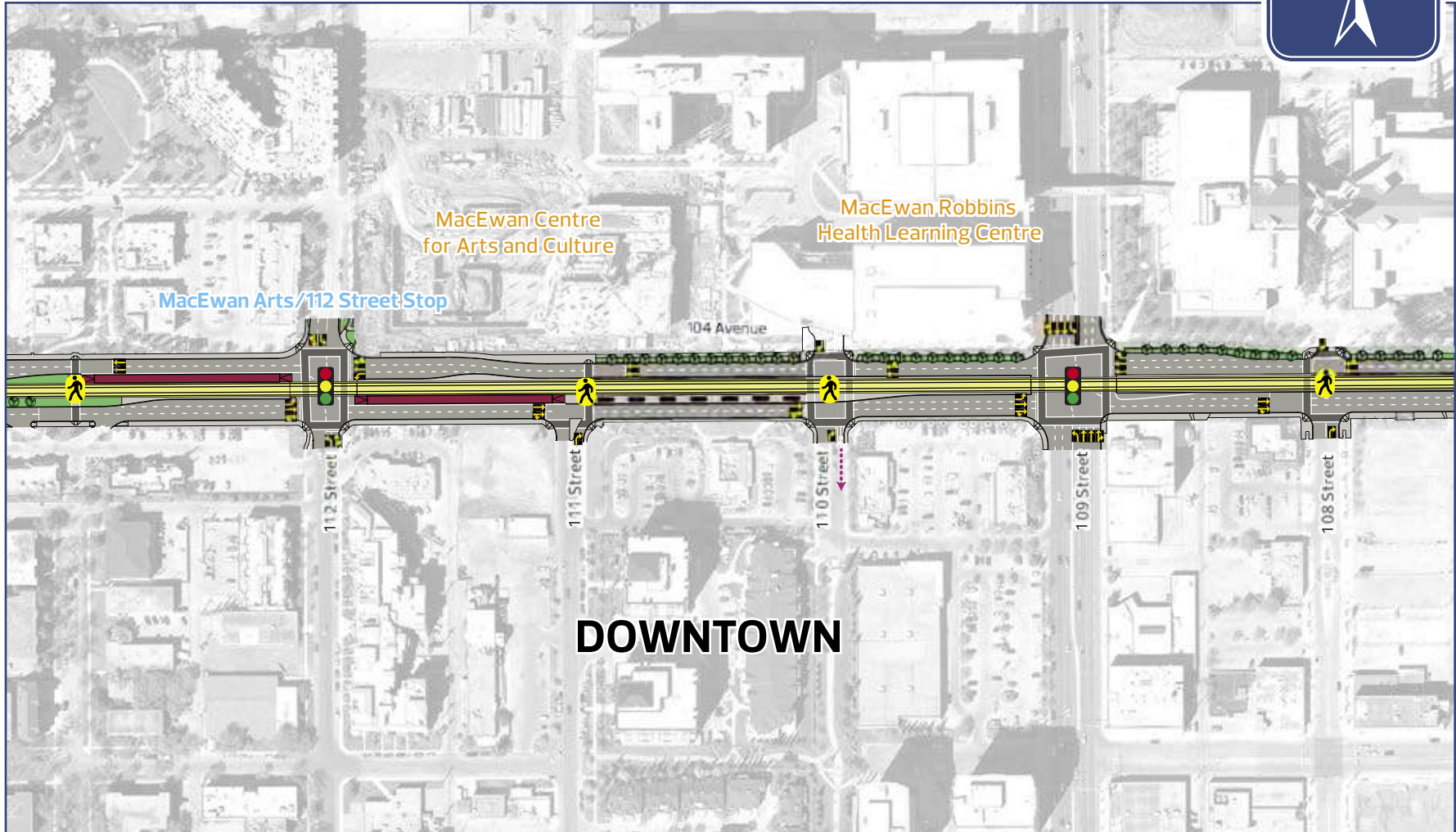
 Trackway – At-Grade	 Trackway – Elevated	 Concrete Walk/ Shared Use Path	 Pedestrian Crossing	 Passenger Drop Off	 Traffic Signals
 Trackway – Ramp	 Stop Platform	 Pedestrian Activated Crossing	 Access Closure (Public Alleys and Roadways only)	 Existing/Proposed Bike Connection	 Utility Complex

Through public engagement, area residents chose a contemporary theme for The Yards/116 Street Stop.

Continuing east along the centre of 104 Avenue, the LRT arrives at a staggered stop at 116 Street. Access to the commercial and high-density developments along this stretch of the corridor is provided at signaled intersections at 118 Street, 116 Street and 114 Street.



THE YARDS/116 STREET STOP
CONCEPTUAL VISUALIZATION



	Trackway – At-Grade		Trackway – Elevated		Concrete Walk/ Shared Use Path		Pedestrian Crossing		Passenger Drop Off		Traffic Signals
	Trackway – Ramp		Stop Platform		Pedestrian Activated Crossing		Access Closure (Public Alleys and Roadways only)		Existing/Proposed Bike Connection		Utility Complex

Through public engagement, area residents chose a contemporary theme for the MacEwan Arts/112 Street Stop.

The LRT remains in the middle of 104 Avenue to the next stop at 112 Street. It then continues east towards MacEwan University and heads towards downtown Edmonton.

MACEWAN ARTS/112 STREET STOP

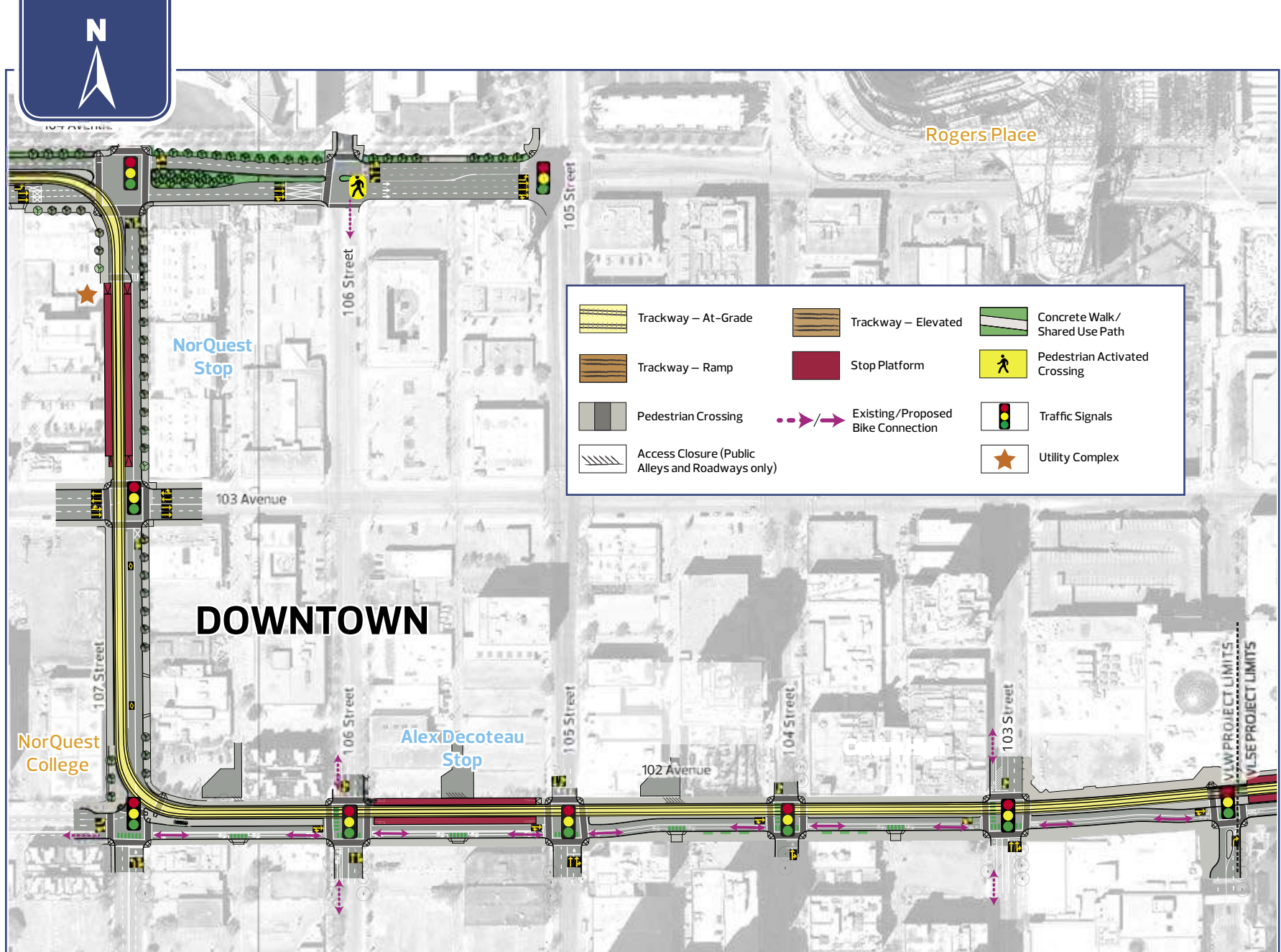
CONCEPTUAL VISUALIZATION



NORQUEST STOP

CONCEPTUAL VISUALIZATION





Through public engagement, area residents chose the contemporary theme for the NorQuest and Alex Decoteau stops.

The LRT will head south to 102 Avenue along the west side of 107 Street, with a stop between 104 Avenue and 103 Avenue.

South of 103 Avenue, the lane next to the LRT will be exclusively for the use of emergency vehicles.

The LRT will then head east along the north side of 102 Avenue, with the final Valley Line West stop placed between 106 Street and 105 Street.

The construction of Valley Line West LRT is funded in part by the Government of Canada and the Government of Alberta.



The project is constructed by the City of Edmonton, Marigold Infrastructure Partners and Hyundai Rotem Company.



The selection and placement of art along Valley Line West is curated by the Edmonton Arts Council.





VALLEY LINE WEST LRT CONSTRUCTION HOW TO GET IN TOUCH WITH US

Questions about LRT construction:

Marigold Infrastructure Partners

web: marigoldinfra.ca

email: public@marigoldinfra.ca

phone: 780-412-2183

General questions about Valley Line West LRT:

City of Edmonton

web: edmonton.ca/ValleyLineWest

email: LRTprojects@edmonton.ca

phone: 780-496-4874 (voicemail)