

VALLEY LINE WEST

DOWNTOWN TO LEWIS FARMS

Spring 2019

Edmonton



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Designs of all elements pictured in images/renderings remain subject to further refinement and should not be considered final.

THE FUTURE OF EDMONTON



Welcome to the Valley Line LRT: a low-floor, community-integrated transit system that will unite our city as never before.

Why 'Valley Line'? Well, in creating Edmonton's first completely new LRT line, we wanted to highlight a special feature of our city: the ribbon of green that threads its way through the heart of Edmonton, binding our city together.

The Valley Line is all about staying connected, with more frequent and more accessible stops that allow you to access all the communities along the line—not just the hot spots.

It's a line built around stopping off at the local grocery store for essentials on the way home from work.

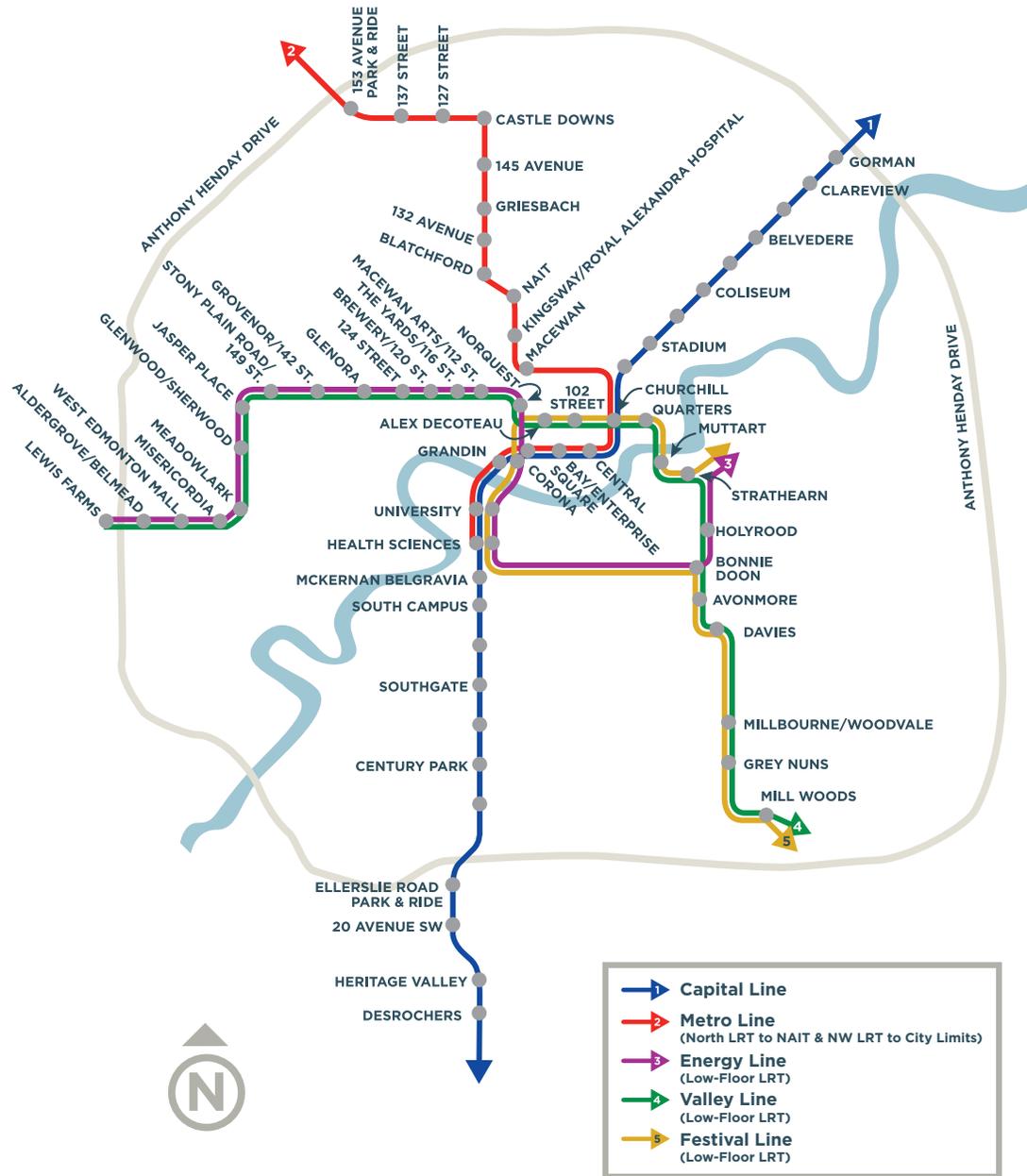
Or meeting up with friends for brunch and shopping along 124 Street.

Or visiting friends in Mill Woods or Lewis Farms, without having to drive.

It's a line that brings you and your family to the City's great festivals at Churchill Square, or for a quiet afternoon at the library.

It's a line that brings our City together... and it's coming to a neighbourhood near you.

LRT NETWORK PLAN



As Edmonton grows, our transportation needs are outpacing infrastructure capacity. LRT provides a proven, high-quality, high-capacity, efficient and environmentally-friendly means to move people.

In June 2009, City Council adopted a long-term LRT Network Plan that defines the future size, scale and style of the regional LRT system. Eventually, the LRT network will have six lines extending to the northwest, northeast, east, southeast, south and west.

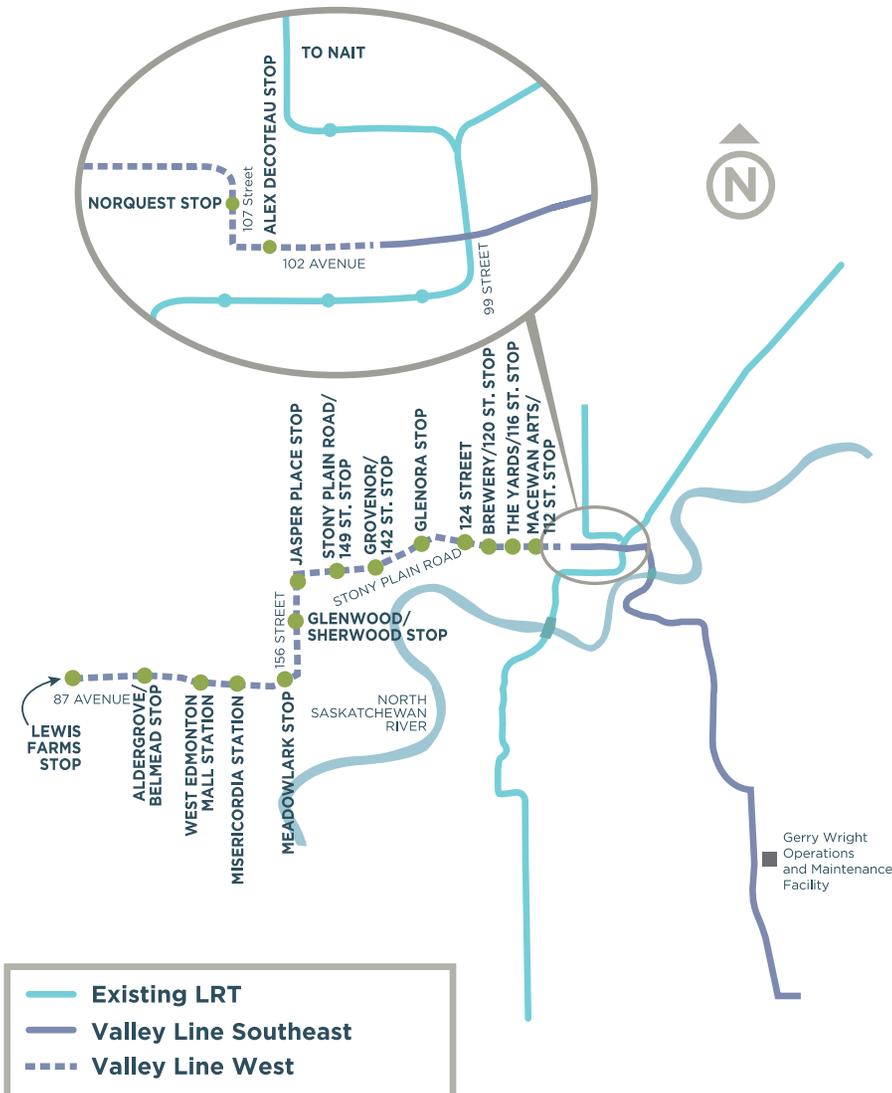
The LRT Network Plan supports City Council's overarching policy direction by making downtown Edmonton the focal point of the LRT system. In reviewing the overall system operation, it was determined that future expansions would need to operate on separate LRT lines.

As part of the LRT Network Plan, a review was completed to help choose the style of LRT service most appropriate to meet Edmonton's future needs. The review recommended a new future low-floor system of LRT for lines that run separately from the current LRT system.

The Valley Line will be part of this new system, and will both connect with other future low-floor LRT lines, and offer an interchange with Edmonton's existing high-floor system.

THE PROJECT

Where we are today



Valley Line West is a 14 km light-rail extension from 102 Street downtown to Lewis Farms. It is the second stage of the Valley Line; an urban-style, 27 km LRT line that will operate between Mill Woods in southeast Edmonton and Lewis Farms in west Edmonton. The estimated cost for the project is \$2.6 billion (2018 CAD).

HIGHLIGHTS

- Includes 14 street-level stops and two elevated stations (at the Misericordia Hospital and West Edmonton Mall).
- Features two new bridges; one crossing Groat Road at Stony Plain Road, and another crossing Anthony Henday Drive at 87 Avenue.
- Connects with transit centres at Jasper Place, West Edmonton Mall and Lewis Farms, and a Park & Ride location at Lewis Farms.
- Provides an LRT link to major destinations; including NorQuest College, MacEwan University, 124 Street, Meadowlark Mall, the Misericordia Hospital and West Edmonton Mall.
- Travel time is roughly 35 minutes between Lewis Farms and downtown.
- Trains will run every five minutes during peak hours.
- Low-floor urban vehicles and operations, including step-free boarding.
- Features smaller-scale stops that are spaced more closely together, providing LRT access within walking distance to thousands of people.
- Trains will run with traffic, and much of the line will have no gates, bells, fences or crossing arms.
- Includes a transfer point with the existing LRT system (Capital and Metro lines) at Churchill Square.
- Features the same fares, security and high-quality service across the entire ETS system and co-ordinates with the updated bus network.

LOW-FLOOR LRT



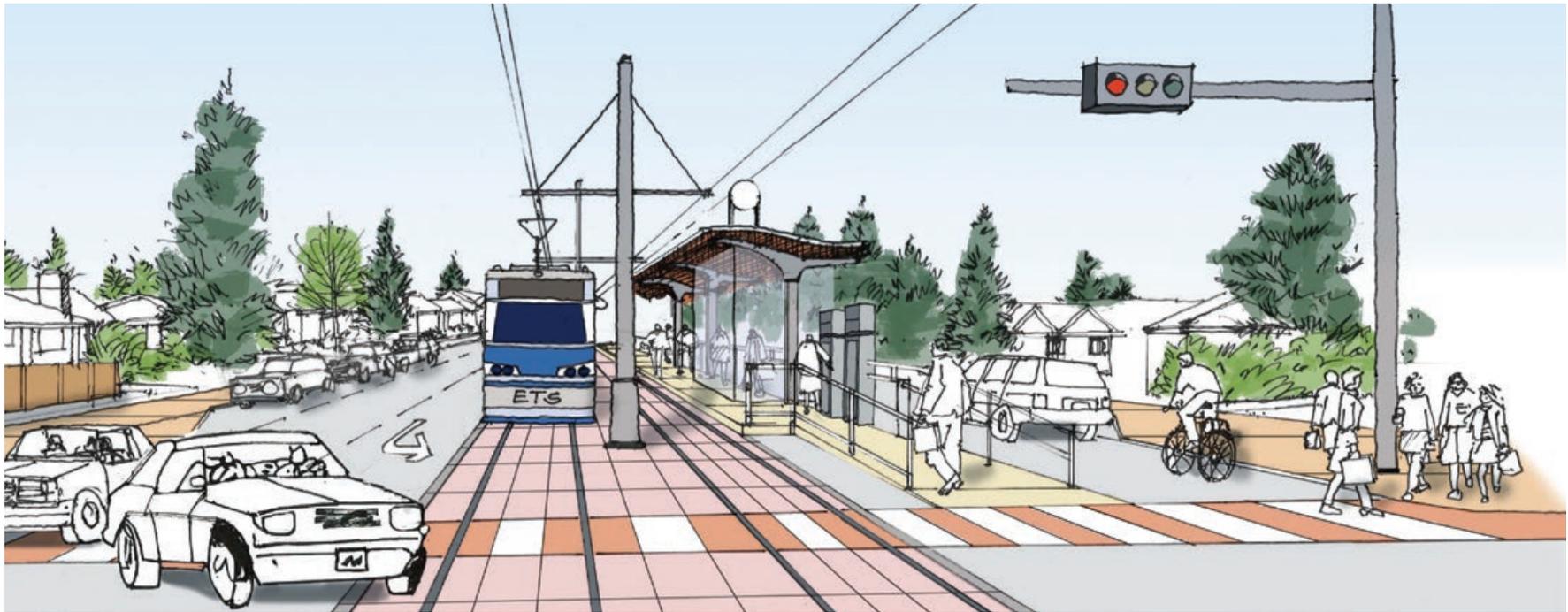
Low-floor LRT vehicles were first introduced in the late 1980s and have since evolved to become the industry standard for new LRT systems in Europe and North America. Most of the mechanical equipment on a low-floor LRT vehicle is located on the roof, which means the train doors open at street level for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

A great advantage of a low-floor LRT system is that the stops can be small and require minimal infrastructure—a stop can be as simple as a raised curb and sidewalk—although Edmonton's will feature shelters for protection from the elements. Vehicles will also run at community traffic speeds, meaning warning bells, crossing gates and flashing lights won't be necessary. This allows the new LRT to integrate harmoniously with the communities it serves.

Other advantages of low-floor, urban style LRT include:

- Building smaller-scale stops that are spaced more closely together.
- Maximizing openness of space to create safe environments.
- Reducing vehicle and traffic speeds in congested areas to support safe, pedestrian-friendly communities.
- Investing in landscaping, streetscaping and architectural features to improve visual appeal and community integration.

SUSTAINABLE URBAN INTEGRATION



Designing a transit system that meets the overall goals of LRT expansion while fully integrating with the communities it serves is a critical priority of the Valley Line project.

An extensive list of design guidelines, called Sustainable Urban Integration (SUI), was established through direction from the City and two years of public consultation.

SUI guidelines look beyond the building of tracks and trains towards creating neighbourhoods that are safe, attractive and connected. This involves designing livable, pedestrian-friendly environments and adding enhancements that reflect the feel and character of each of the communities along the LRT corridor.

Some examples of SUI enhancements include:

- Building shared-use pathways, sidewalks and trails.
- Adding bike lanes that connect to the City's existing bike lane network.
- Designing pedestrian-friendly zones around stops and stations.
- Using enhanced landscaping and streetscaping along the length of the corridor to create a more natural environment.
- Incorporating organic materials such as stone and wood wherever possible.

Valley Line West is also undertaking additional sustainable initiatives such as:

- **Providing charging stations for electric vehicles at the Lewis Farms Park & Ride.**
- **Incorporating solar panels in some bus shelters with advertising signs.**
- **Capturing stormwater in guideways (elevated LRT structures) to be used for irrigating nearby City landscaping.**
- **Setting project targets for the use of recycled materials, such as metal and masonry.**

VALLEY LINE WEST AND THE ENVIRONMENT

TREES

We've heard from the communities that trees are an important part of their cherished character. The team has been working extensively on mitigation plans to reduce impacts by avoiding/saving trees and planning for relocations and replacements.

An inventory list has been made of potentially impacted trees along the LRT alignment. Based on initial tree inventory and preliminary design, it is estimated that approximately 1120 trees will be removed or relocated, and approximately 1800 trees will be planted along the 14 km Valley Line West corridor.

Not all trees are suitable for relocation and relocation is highly dependent on factors such as tree health, size, age, species, and the proximity of tree and root system to utilities, pavement or overhead obstructions.

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 is required to relocate all impacted trees of appropriate size and health, preferably nearby.

Advances in tree planting methods are leading to greater success for replanted trees. For example, the use of soil cells (engineered cells filled with quality growing medium that allows for hard surfaces above) contributes to higher survival rates, as well as healthier trees, when compared to trees replanted without this new technology.

Incorporating new tree species into Edmonton's built environment is another method to increase survival rates. Invasive pests are on our doorstep; the Emerald Ash Borer and Dutch Elm Disease are imminent threats to many of our largest, oldest trees. Changing climate conditions will necessitate the planting of new, hardier species. By trialing various species at our City nursery, the future of Edmonton's canopy can be more sustainable, with new tree forms and colors.

Trees which cannot be relocated, either due to their size or condition, are recycled in the following ways:

- Wood chips are used in tree beds in public green spaces and along trails.
- Unusable wood is composted.
- Other special uses which are reviewed on a case-by-case basis.

ENVIRONMENTAL IMPACT ASSESSMENTS

In accordance with Bylaw 7188 (the North Saskatchewan River Valley Area Redevelopment Plan), Environmental Impact Assessment (EIA) reports were prepared for the two Valley Line West components that intersect with the Bylaw boundaries:

1. The replacement bridge at Stony Plain Road crossing Groat Ravine
2. Minor sidewalk widening and removal of a bus loop between Stony Plain Road and MacKinnon Ravine, near 148 Street

In Groat Ravine, the new wider bridge and temporary work area requires removal of small areas of degraded forest on ravine slopes. Those areas will be reclaimed to native forest and some new treed natural areas will be established on the margins. No significant impact to wildlife is anticipated but to assist wildlife moving through the ravine under the new bridge, a "critter crossing" bench will be built into the new bridge, to facilitate wildlife movement in the area.

At the top of slope at MacKinnon Ravine, some poplar saplings and some carragana shrubs will be removed. Landscaping will add new, native trees and shrubs after construction.

The completed EIAs were presented to Executive Committee on October 29, 2018, and approved by City Council on November 6, 2018.

PUBLIC ENGAGEMENT: ONGOING

As part of its ongoing commitment to public engagement, the City of Edmonton established Citizen Working Groups in five distinct zones along the Valley Line West alignment. These groups have been a major method of engaging with impacted communities during the preliminary design update, and will continue to function during the detailed design and construction of Valley Line West. Group members are volunteers reflecting a cross-section of community.

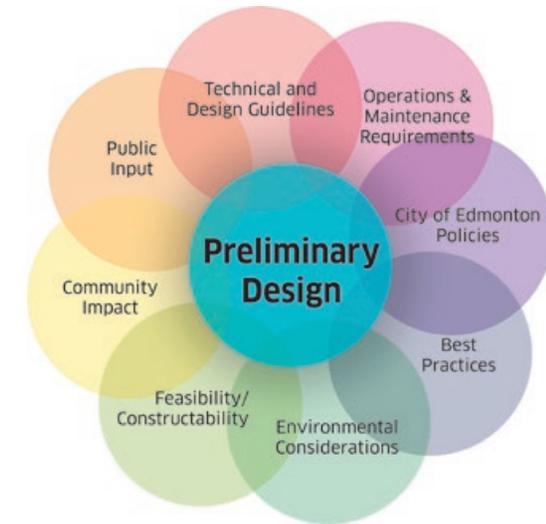
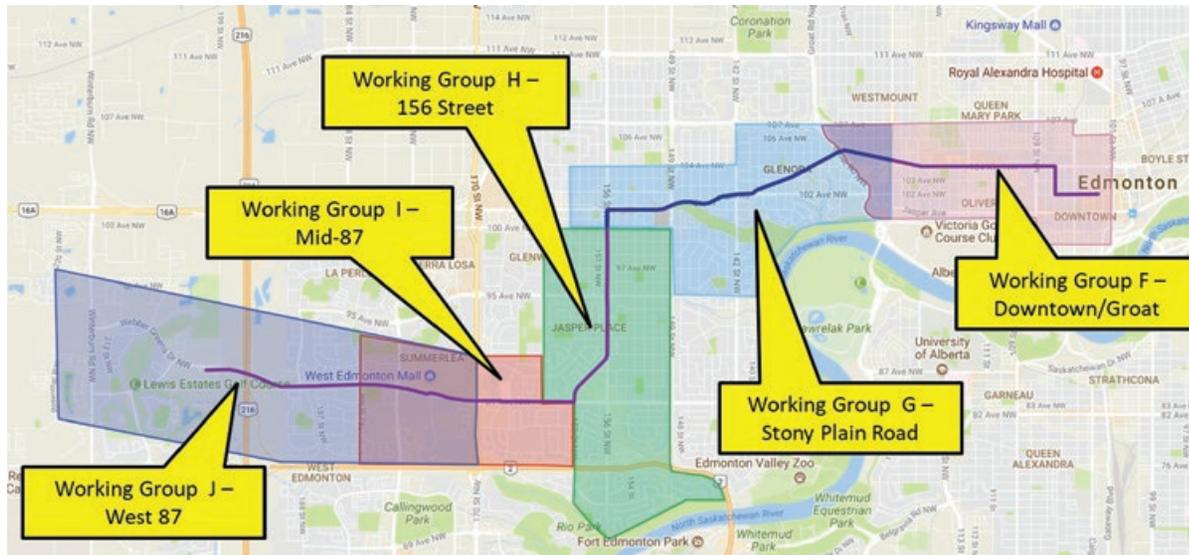
The purpose of the Citizen Working Groups is to provide the project team and affected communities with a means to:

- Build and maintain relationships and trust.
- Promote and support community engagement opportunities.
- Facilitate information-sharing and dialogue.
- Support the identification of issues, opportunities and concerns.
- Seek opportunities to minimize and mitigate impacts related to detail design and construction.

These groups are designed to be neighborhood-focused and organized to reflect the common characteristics and interests of communities along the corridor from downtown to Lewis Farms.

The five zones are:

- Zone "F" (Downtown/Groat)
- Zone "G" (Stony Plain Road)
- Zone "H" (156 Street)
- Zone "I" (Mid-87)
- Zone "J" (West 87)



WHAT WE HEARD

What we heard and how we responded: As project engineering moved towards finalization, content from public engagement became more detailed and specific. In the preliminary design phase, including the review and update in 2017-18, the public drew attention to a number of matters, including:

How will stops/stations and shelter canopies fit with the feel of my neighbourhood? Stakeholders were given a choice between various themes for stops in their neighbourhood, and from three options for canopies. Ultimately, an organic-style canopy was selected (except in downtown locations). The community-chosen themes are shared below the relevant maps in this booklet.

How will noise/vibration concerns be addressed? The Valley Line LRT will not use signal bells as with the Capital Line or Metro Line LRT (with the possible exception of non-residential areas). Contractors are being held to City policy and best industry practices regarding noise and vibration during construction. Property owners along the alignment will be contacted and, with their permission, assessments of existing structures conducted and documented before construction.

Are there opportunities for larger or additional Park & Ride locations? The City has developed a strategy and a set of guidelines that provide an evolving framework for future Park & Ride, including integrating Park & Ride with long-term transit-oriented land use.

How will non-resident parking in neighbourhoods be managed? Edmonton's Parking Services is available to meet with neighbourhoods to discuss parking programs in response to concerns over existing or anticipated non-resident parking.

How will shortcutting in neighbourhoods be managed? The City will engage with potentially-affected neighbourhoods to identify potential short-cutting scenarios and develop appropriate response strategies.

What will be done to address business impacts? The City will ensure business access is maintained. The City will continue dialogue with the business community to understand impacts and explore possible mitigation strategies.

What is being done to protect trees? By applying the City's Corporate Tree Management Policy which provides for the preservation and protection of trees wherever possible, the project aims to minimize impacts on trees. While construction of Valley Line West will require the removal of many trees, the replacement (and where feasible, relocation) of trees will eventually result in a greater and more diverse urban forest canopy.

INDIGENOUS ENGAGEMENT

The North Saskatchewan River flows through many traditional Indigenous territories. The Edmonton area has been important to Indigenous Peoples since their arrival. That's why it's important that engagement activities for the Valley Line include the Indigenous Peoples for whom the entire Treaty Six territory has been, and continues to be, traditionally and historically significant. With this in mind, the City of Edmonton has been reaching out to 29 First Nations and Métis Nation communities and organizations to share information, arrange site visits, conduct ceremony, and respond to questions, concerns and opportunities related to the Valley Line project. This Indigenous engagement process is continuing as the City of Edmonton strives to build and strengthen ongoing relationships with Alberta's Indigenous communities.

As the project proceeds, the City is committed to maintaining dialogue with communities through various forms of public engagement, including the Citizen Working Groups.



PUBLIC ART POLICY



Photo Credit: David Garneau



CITY POSITION

The City of Edmonton supports public art as a way of enhancing the city landscape for people living in, and visiting, Edmonton. It allocates space for public art and provides funding for artwork under its Percent for Art Policy (Policy C458C). The Edmonton Arts Council (EAC) operates under a service agreement with the City of Edmonton to implement the Policy and is guided by *Connections and Exchanges: A 10-Year Plan to Transform Arts and Heritage in Edmonton*.

ABOUT THE PROJECT

The Valley Line West presents opportunities for artists to create accessible artworks that reflect and celebrate the diversity, character and history of the communities it serves. Public art opportunities will include local, regional, national, and international artists.

ABOUT THE PUBLIC ART SELECTION PROCESS

Commissions for public art are awarded through a selection committee process. Committee members include community members, artists, project team members, curators and other interested citizens. Criteria and parameters for each artwork opportunity are outlined in a Call for Artists. Indigenous, emerging, and artists from diverse backgrounds will be encouraged to apply to reflect the diverse nature of the communities served by the Valley Line West.

VALLEY LINE WEST Public Engagement Timeline

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



CORRIDOR SELECTION

2009

June

On June 2, 2009, City Council approved the LRT Network Plan as part of the Transportation Master Plan, outlining the future of LRT expansion in Edmonton

December

On December 15, 2009, City Council approved the West LRT corridor connecting downtown to Lewis Farms in west Edmonton.

Public involvement in the selection of the corridor gave the project team a greater understanding of issues, benefits and impacts of LRT. From May - December of 2009, the public attended two public workshops and two public information meetings, and completed 502 online questionnaires, providing feedback which was used to select the corridor of the Valley Line West LRT. The project team also completed 21 face-to-face interviews with stakeholders along the alignment. Finally, a public hearing was held at City Council to discuss the recommended corridor.



2010

CONCEPT PLANNING

CONSTRUCTION



Construction of the Valley Line West LRT will begin.

2020

April

On April 9 and 18, 2019 two final public information sessions were held to present the completed preliminary design for the Valley Line West LRT.

March

On March 11, 2019, The Government of Canada committed \$948 million towards the Valley Line West LRT project through the Investing in Canada Infrastructure Plan.



2019



PRELIMINARY DESIGN

2011

January

On January 19, 2011, City Council approved the West LRT Concept Plan.

The Valley Line West project team began preliminary design, which involved refinement of the approved concept plan, confirmation of land requirements and continuing engagement with stakeholders.

2013

The public provided feedback on:

- Stop and station elements
- Proposed changes to roadways
- Connectivity and pedestrian/cyclist access

The team engaged with the public at an information session and a public engagement session where over 350 people attended and gave feedback.

A final information session provided a summary of the 2011-2013 preliminary design phase.

Public Engagement in May and June 2010 provided the project team with input on how to "fit" the Valley Line West LRT route into the selected corridor, helping to define things such as:

- Where the LRT will run within the corridors
- Where the bridges or underpasses will be
- Where the stations will be located
- How they will be configured
- How vehicle access in and out of communities will be affected.

The concept plan was presented at eight formal public engagement and information events, reaching over 650 citizens along the corridor.

- On November 6, 2018, City Council approved the Groat Ravine and MacKinnon Ravine Environmental Impact Assessments and Site Location Study.
- On November 7, 2018, City Council approved the new location of the 124 Street Stop, a side-loading split platform centered on 123 Street.

On July 4, a meeting was held with local businesses, property owners and residents in the area of Stony Plain Road and 124 Street to discuss possible design options for the 124 Street Stop location and to collect public feedback.

On September 29, 2018, the public was invited to view the City's proposed development concept plan for the future Valley Line West LRT stop, LRV storage facility, and Park & Ride at Lewis Farms. The information presented also related to the proposed Potter Greens Neighbourhood Structure Plan (NSP) amendment and associated land rezoning.

On July 26, 2018, over 250 people attended a public engagement session to discuss design options for Stony Plain Road between 149 Street and 156 Street, including the possibility for a one-way westbound traffic configuration. 205 comment forms were submitted, providing feedback on the five options presented.

2016

September

In September 2016, the Valley Line West received funding through the Government of Canada's Public Transit Infrastructure Fund (PTIF) to review the preliminary design that was completed in 2013.

The funding from PTIF also covered work to determine the most appropriate project delivery method and to develop a business case for construction funding.



On August 28, over 120 citizens attended a public information session to learn more about the EIA process and the findings of the studies.

November

On November 1, the City received a Provincial funding commitment of \$1.04 billion for the procurement and construction of Valley Line West.

On November 5, 2018 City Council held a public hearing on an amendment to the Potter Greens Neighborhood Structure Plan (NSP). Following the hearing, City Council approved the amendment bylaw.



October

On October 30, 2018, the Urban Planning Committee accepted recommendation to maintain two-way vehicular traffic on Stony Plain Road between 149 Street and 156 Street, consistent with the approved concept plan.

August

On August 27, 2018 Executive Committee accepted recommendation to remove the westbound left-turn vehicle movement at 109 Street on 104 Avenue.

On November 15 and 16, 2017, two open houses were held to share the refinements of the preliminary design, as well as the results of the recent assessment of LRT crossings at key intersections.

On January 24, 2018, 255 people attended a public engagement and information session to further update the community on planned adjustments and refinements to preliminary design, and sought additional input in preparation for submittal of the recommendation for concept plan amendments that were presented to City Council in March.

2017

In 2017-2018, in addition to citizen engagement, more than 250 community, business and institutional stakeholder groups were engaged throughout the Valley Line West LRT preliminary design phase.

June

On June 13, 2017, City Council approved an LRT Crossing Assessment Framework.

Two public engagement sessions were held on June 19 and 21, 2017. Residents were asked to give input on any issues and opportunities to consider for the crossing assessments at 149 Street and 178 Street along the Valley Line West LRT alignment.

2018

August

Between August 16-24, 2017, five Citizen Working Groups were established along the West LRT alignment, with representatives from community leagues, business, recreational and cultural organizations, and community members-at-large.

March

On March 21, 2018 City Council held a non-statutory public hearing where Edmontonians were invited to attend to express their views and listen to the deliberations on the proposed concept plan amendments. Council approved the following amendments to the concept plan:

- Adjust the location of the LRT stop and light rail vehicle (LRV) storage facility and increase the size of the Park & Ride facility to approximately 900 stalls.
- Elevate the LRT crossing over 178 Street, running along the centre of 87 Avenue.
- Change the track alignment to a 90-degree turn from Stony Plain Road onto the west side of 156 Street, transitioning back to the centre of 156 Street at 99 Avenue.
- Relocate the 156 Street LRT Stop to the west side of 156 Street, south of 100A Avenue to improve integration with the Jasper Place Transit Centre.
- Keep the LRT crossing at Stony Plain Road and 149th Street at street-level.

URBAN LRT STOP



MAP EXPLANATION AND DISCLAIMERS



Trackway - At-Grade



Trackway - Ramp



Trackway - Elevated



Stop Platform



Concrete Walk/
Shared Use Path



Pedestrian Activated
Crossing



Pedestrian Crossing



Access Closure (Public Alleys
and Roadways only)



Kiss & Ride



Existing/Proposed
Bike Connection



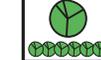
Traffic Signals



Traction Power Sub Station
(Approximate Location)



Naturalized Areas



Proposed Trees



Landscape Area
(Hard or Soft)

Design on the Valley Line is ongoing and some elements may change from what is presently shown. The following maps represent Valley Line preliminary design from 2019.

Tree placements may not be exactly as shown.
Light green indicates potential landscaped areas.

Kiss & Rides are part of ongoing design and should not be considered final.

Traction power substation placements are part of ongoing design and should not be considered final.

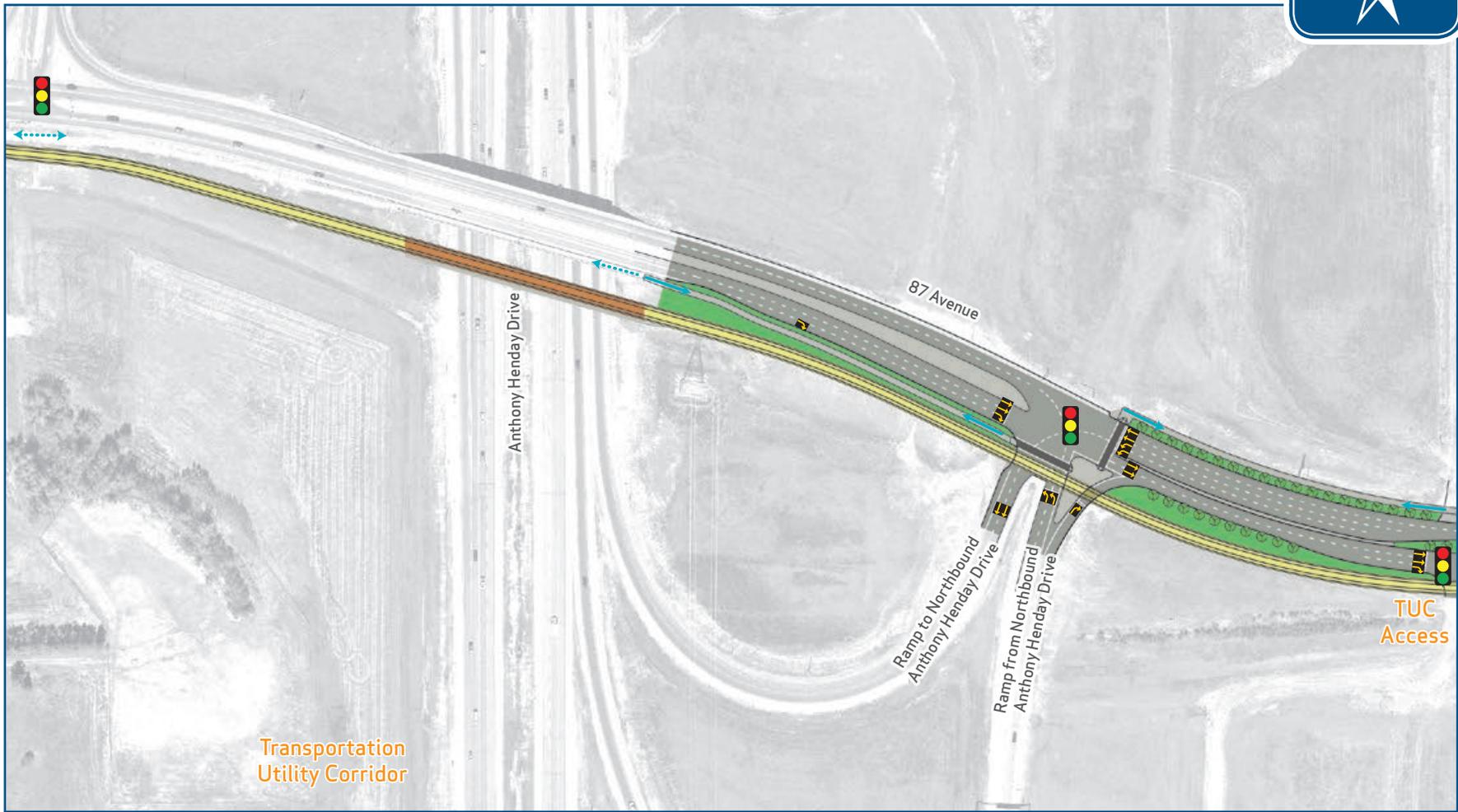
For detailed section maps, visit edmonton.ca/valleylinewest.



	Trackway - At-Grade		Trackway - Elevated		Concrete Walk/Shared Use Path		Pedestrian Crossing		Kiss & Ride		Traffic Signals
	Trackway - Ramp		Stop Platform		Pedestrian Activated Crossing		Access Closure (Public Alleys and Roadways only)		Existing/Proposed Bike Connection		Traction Power Sub Station (Approximate Location)

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 transit centre and Park & Ride facility.

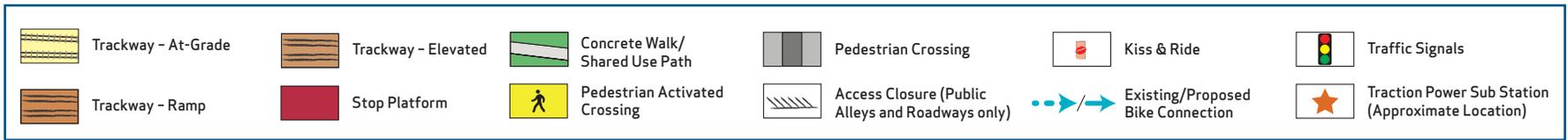


Trackway - At-Grade	Trackway - Elevated	Concrete Walk/ Shared Use Path	Pedestrian Crossing	Kiss & Ride	Traffic Signals
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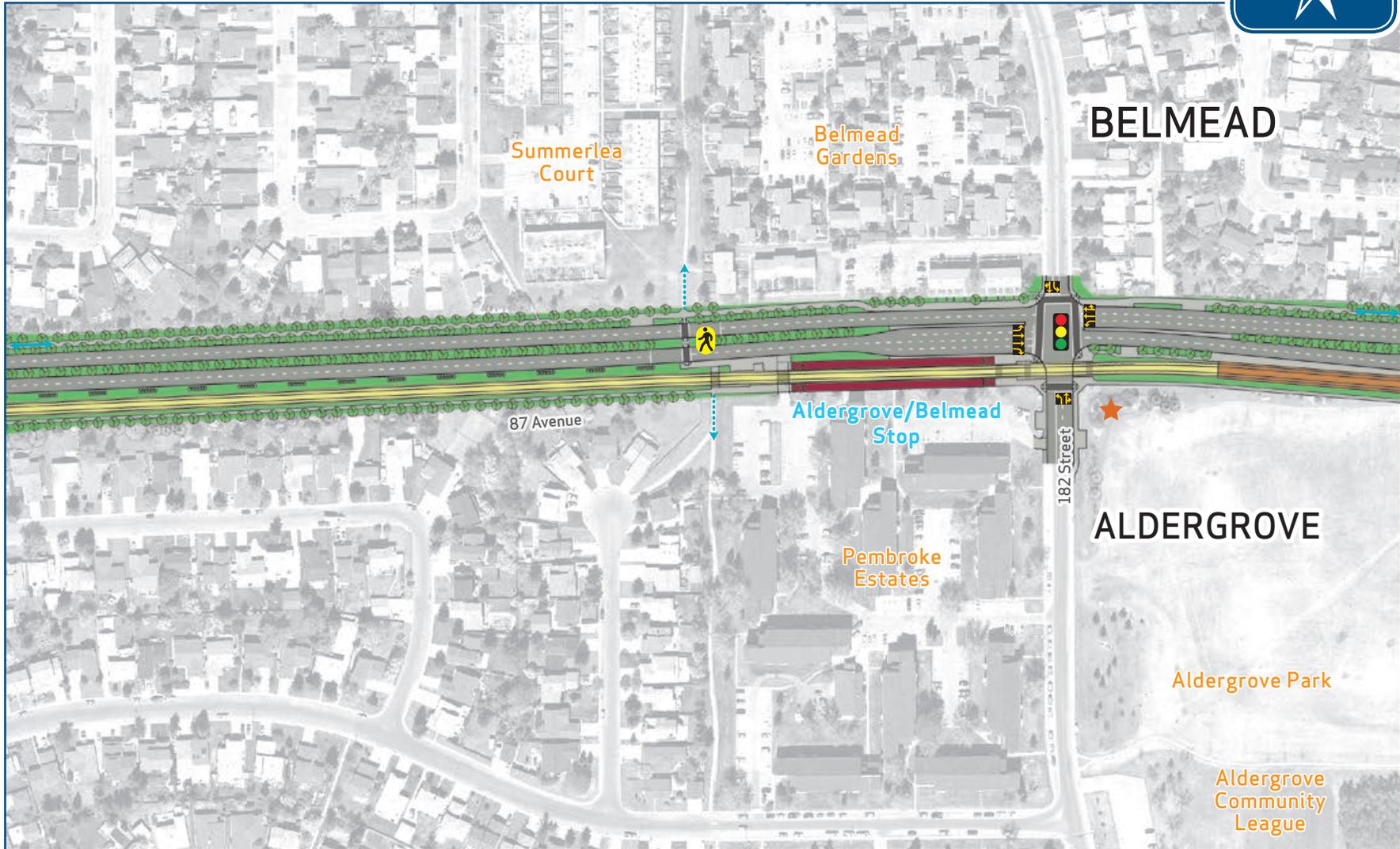
Located on the south side of 87 Avenue, the LRT will continue east across Anthony Henday Drive, crossing the ramps at-grade, but staying above the ring road on a new bridge. The long-term expansion for the 87 Avenue interchange was considered in the planning process.

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 Belmead and Aldergrove.

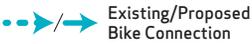


Trackway - At-Grade	Trackway - Elevated	Concrete Walk/ Shared Use Path	Pedestrian Crossing	Kiss & Ride	Traffic Signals
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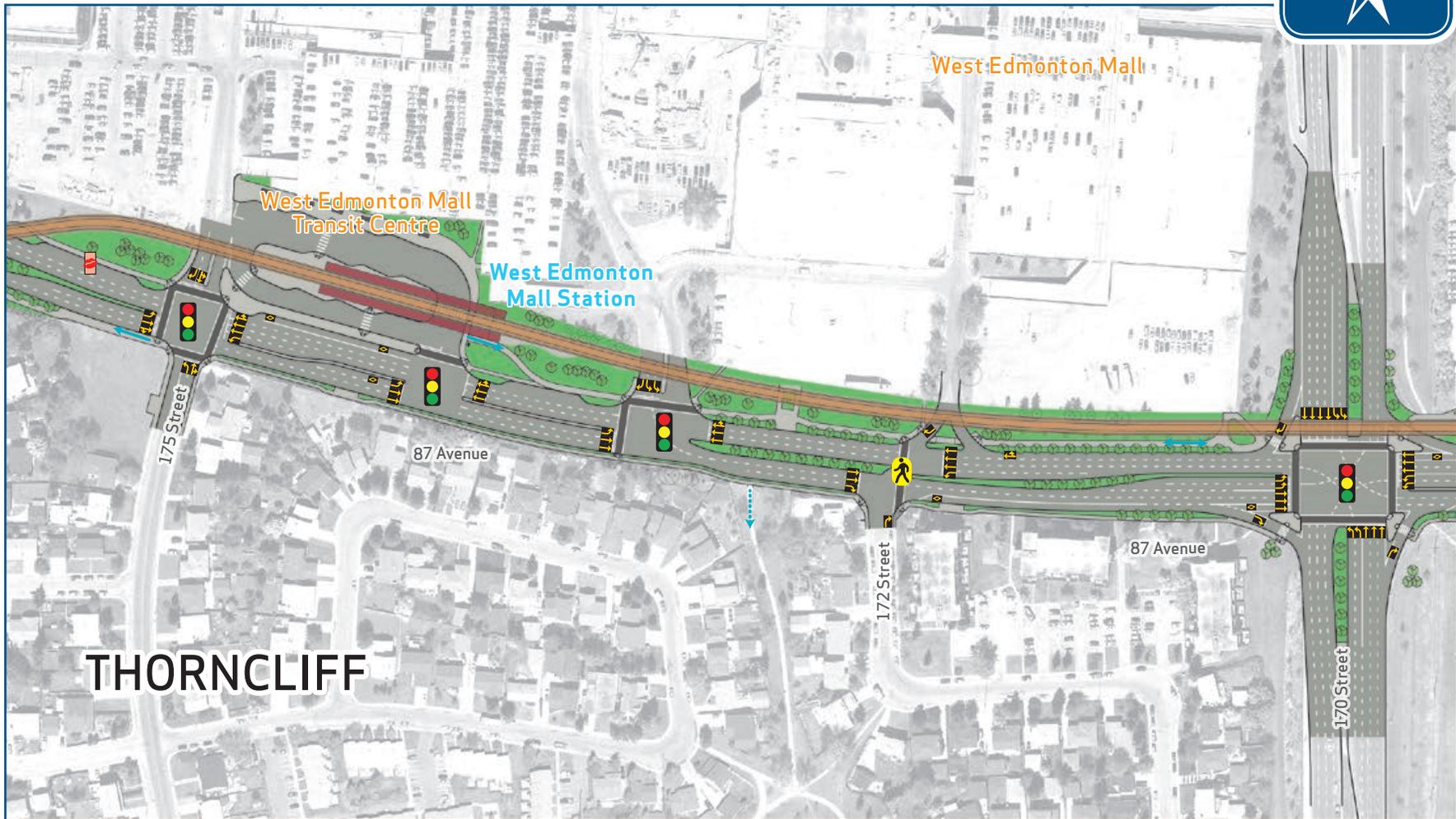
Through public engagement, area residents chose a park-like theme for the Aldergrove/Belmead Stop.

The LRT continues on the south side of 87 Avenue until it reaches the 182 Street Stop just before the intersection. After the intersection, it will begin to climb up on a structure in order to cross 87 Avenue.



 Trackway - At-Grade	 Trackway - Elevated	 Concrete Walk/ Shared Use Path	 Pedestrian Crossing	 Kiss & Ride	 Traffic Signals
 Trackway - Ramp	 Stop Platform	 Pedestrian Activated Crossing	 Access Closure (Public Alleys and Roadways only)	 Existing/Proposed Bike Connection	 Traction Power Sub Station (Approximate Location)

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 structure, before crossing the westbound lanes of 87 Avenue as it approaches West Edmonton Mall Station.



THORNCLIFF

West Edmonton Mall

West Edmonton Mall
Transit Centre

West Edmonton
Mall Station

175 Street

87 Avenue

172 Street

87 Avenue

170 Street

	Trackway - At-Grade		Trackway - Elevated		Concrete Walk/Shared Use Path		Pedestrian Crossing		Kiss & Ride		Traffic Signals
	Trackway - Ramp		Stop Platform		Pedestrian Activated Crossing		Access Closure (Public Alleys and Roadways only)		Existing/Proposed Bike Connection		Traction Power Sub Station (Approximate Location)

Through public engagement, area residents chose a contemporary theme for the West Edmonton Mall Station.

An elevated West Edmonton Mall Station will be located on the north side of 87 Avenue, in approximately the same location as the existing West Edmonton Mall Transit Centre. This station will connect the LRT to the mall and the transit centre.

The LRT will leave the station and continue east, running on the elevated structure 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.

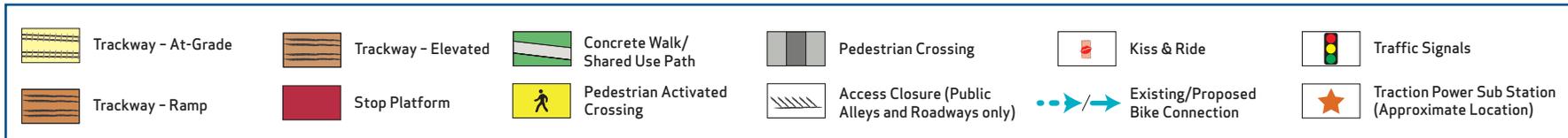
WEST EDMONTON MALL AND MISERICORDIA STATIONS



There are two elevated stations along the Valley Line West corridor, located at West Edmonton Mall and at the Misericordia Hospital. The West Edmonton Mall Station provides riders with a direct connection to a major regional destination.

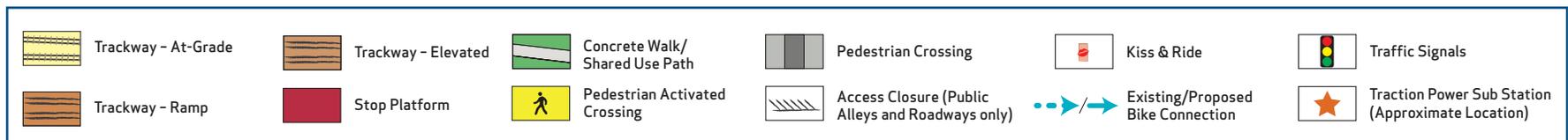
A primary goal of the City of Edmonton's *The Way We Move* master plan is to increase public transit access to Edmonton's key health and education institutions.

Misericordia 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 (under construction on Valley Line Southeast).



Through public engagement, area residents chose a park-like theme for the Misericordia Station.

The LRT continues on the north side of 87 Avenue to the elevated Misericordia Hospital Station. 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 may be maintained; however, only right-in, right-out turns will be provided together with a left turn in for emergency vehicles. The LRT descends back to ground level just east of 164 Street.



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 be reduced as part of this change.

At the 159 Street intersection, the LRT turns north along Meadowlark Road, remaining centre-aligned.



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

The LRT reaches its next stop at Meadowlark, providing access to the Meadowlark Health & Shopping Centre and the surrounding community. Pedestrians can cross to the east or west from the stop via pedestrian crossings located at both ends of the stop.

The LRT continues in the centre of the roadway along Meadowlark Road, curving to head north along 156 Street. North of 88A Avenue, the roadway is reduced to one lane in each direction.

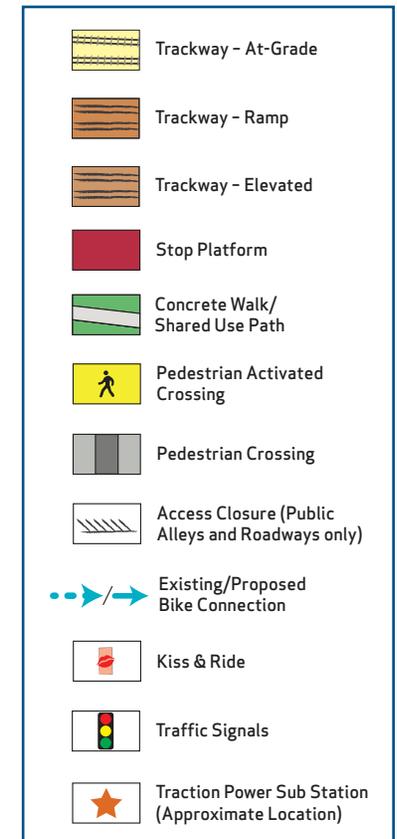
- Trackway - At-Grade
- Trackway - Ramp
- Trackway - Elevated
- Stop Platform
- Concrete Walk/ Shared Use Path
- Pedestrian Activated Crossing
- Pedestrian Crossing
- Access Closure (Public Alleys and Roadways only)
- Existing/Proposed Bike Connection
- Kiss & Ride
- Traffic Signals
- Traction Power Sub Station (Approximate Location)

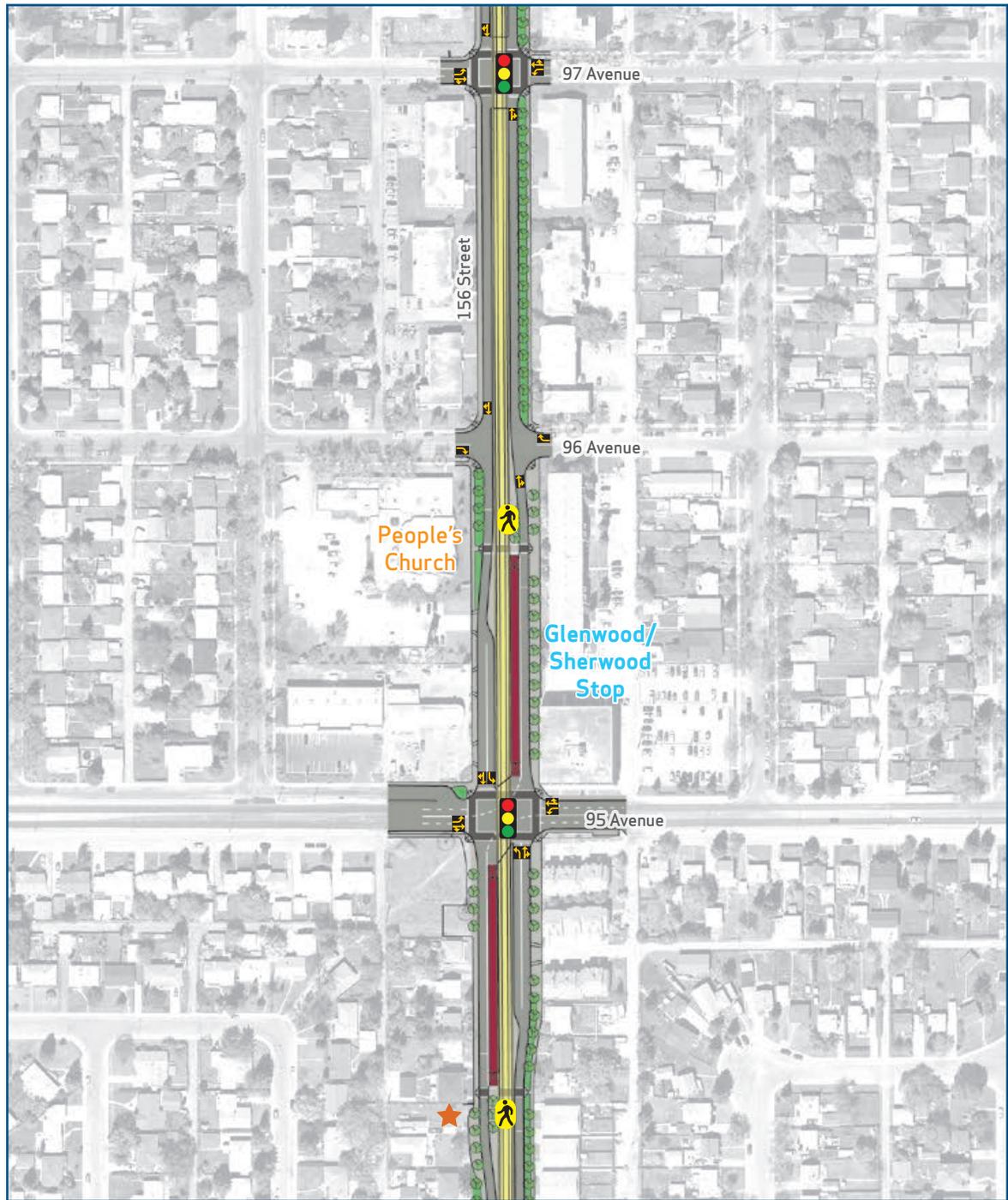
MEADOWLARK STOP



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

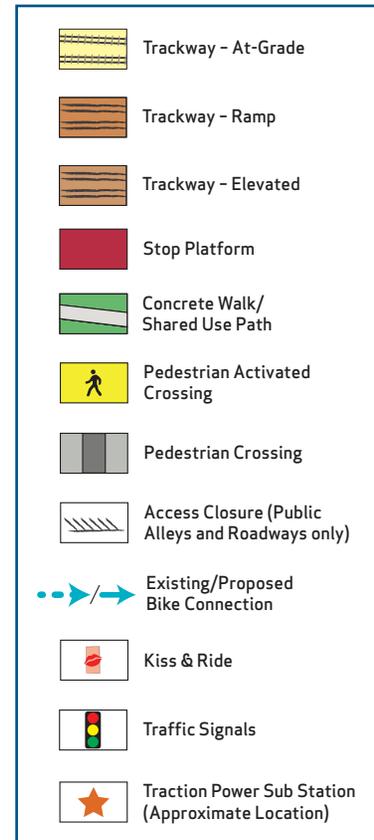
On-street parking will be provided in specific locations where it can be accommodated.





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.

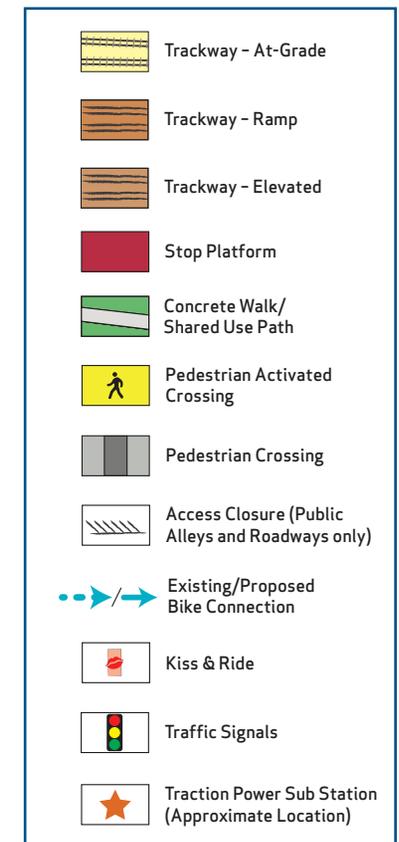


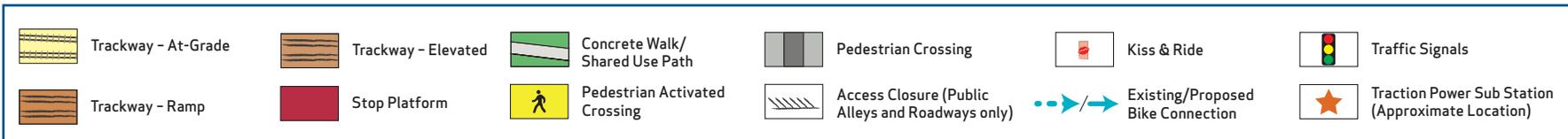
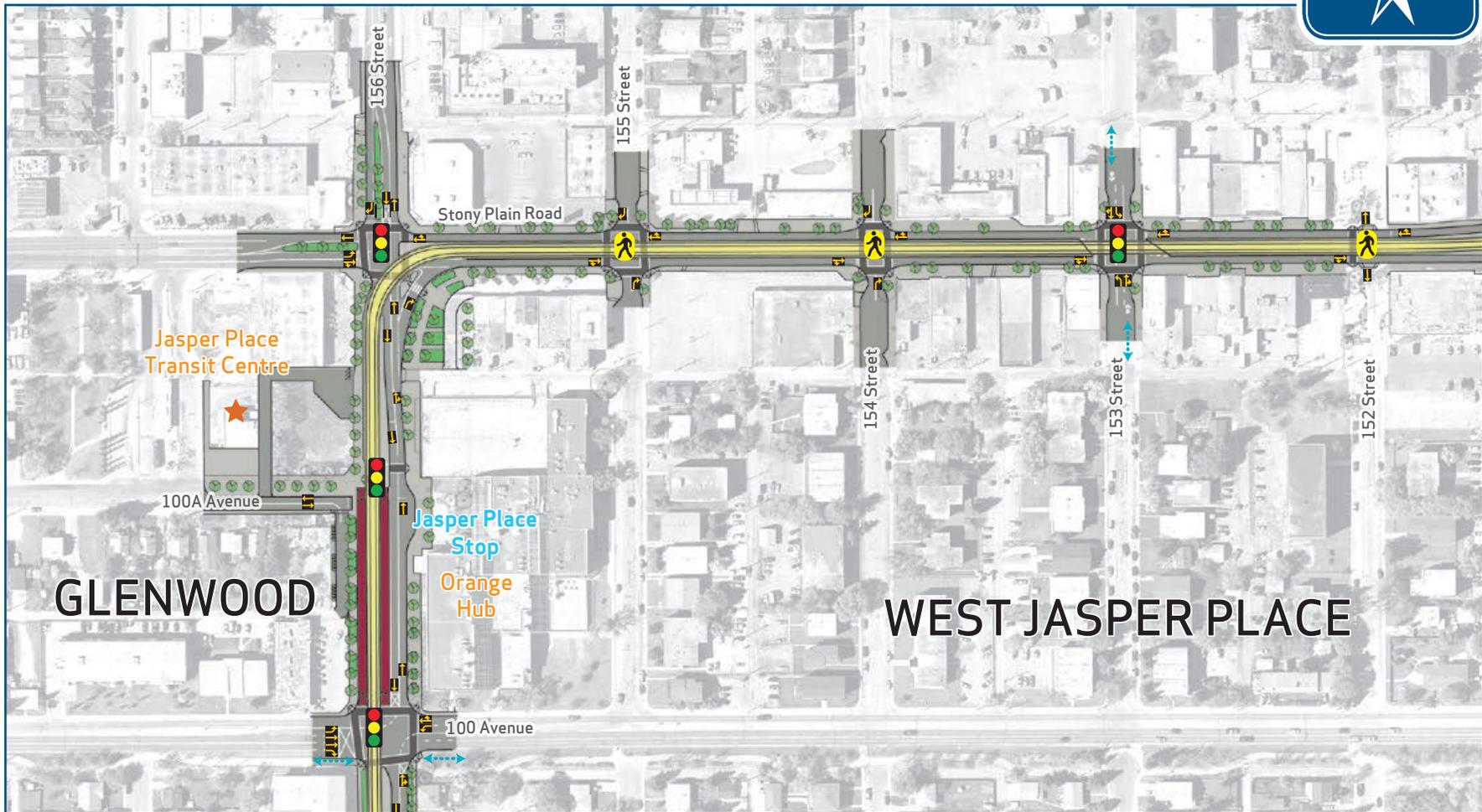


The LRT continues north down the centre of 156 Street, between the communities of Glenwood and West Jasper Place, with one traffic lane in each direction.

At 99 Avenue the LRT crosses the southbound traffic lane and continues northwards along the west side of 156 Street

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



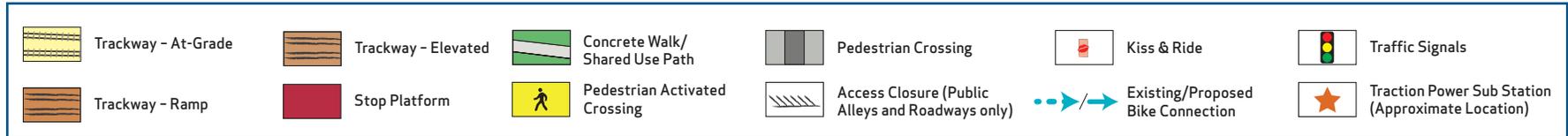


Through public engagement, area residents chose a park-like theme for the Jasper Place Stop.

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

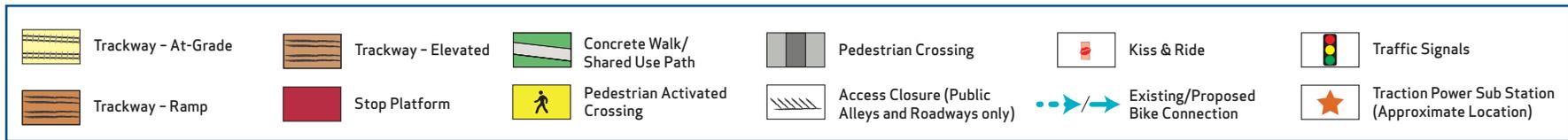
access to the nearby Jasper Place Transit Centre, as well as nearby residential neighbourhoods.

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 signalized intersection will be provided at 153 Street to allow vehicles to cross the tracks.



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

The Stony Plain Road/149 St. 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.



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

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

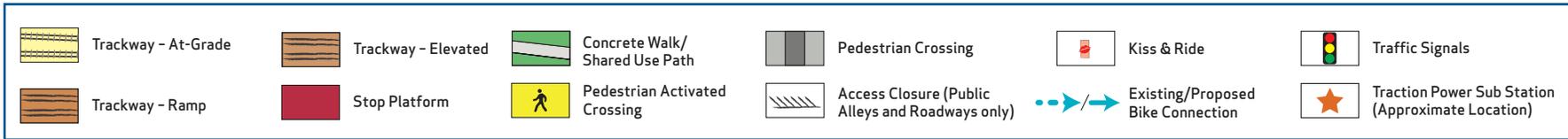
The LRT will then cross on the north side of this intersection travelling to the Grovenor/142 St. Stop, which will serve the existing mature neighbourhoods and the redevelopment project underway in the area.



GLENORA

 Trackway - At-Grade	 Trackway - Elevated	 Concrete Walk/ Shared Use Path	 Pedestrian Crossing	 Kiss & Ride	 Traffic Signals
 Trackway - Ramp	 Stop Platform	 Pedestrian Activated Crossing	 Access Closure (Public Alleys and Roadways only)	 Existing/Proposed Bike Connection	 Traction Power Sub Station (Approximate Location)

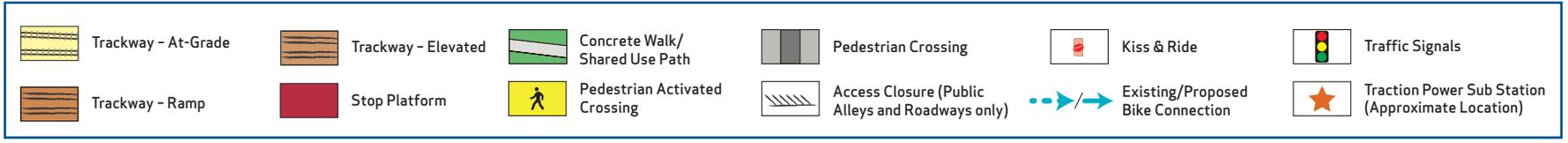
The LRT will move to the centre of Stony Plain Road at approximately 139 Street and continue east to the Glenora Stop located at the 133 Street intersection. Traffic will be one lane in each direction.



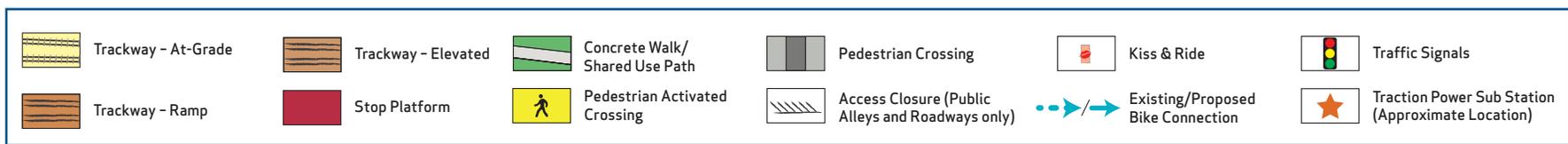
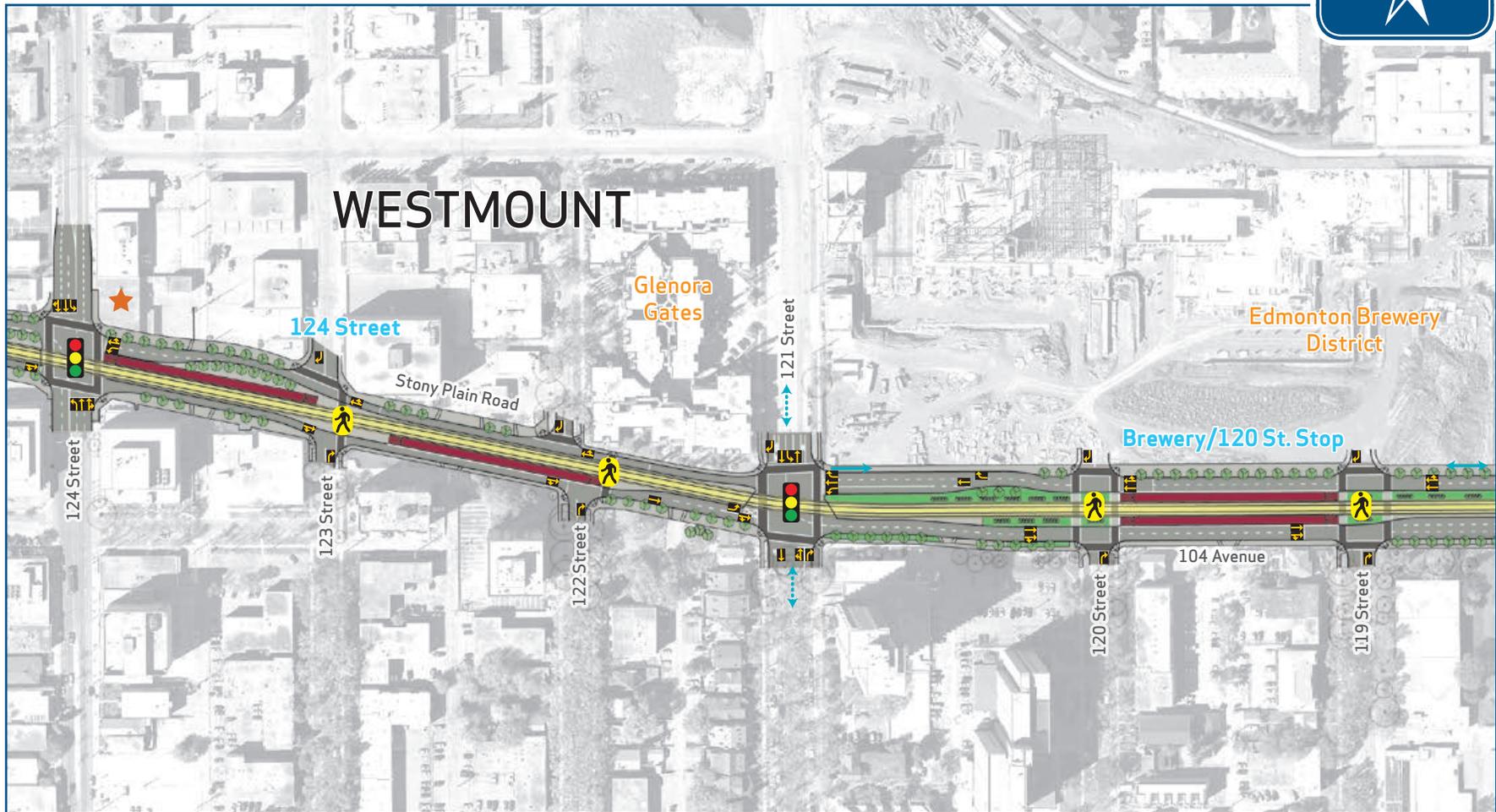
Through public engagement, area residents chose a historic theme for the Glenora Stop.

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.



A special area to note is located east of the Groat 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 contemporary theme for the 124 Street Stop, and a historic theme for the Brewery/120 St. Stop.

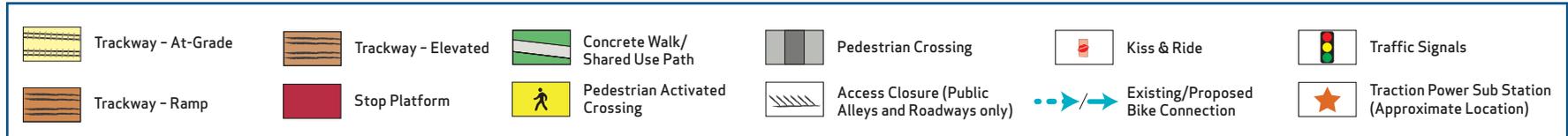
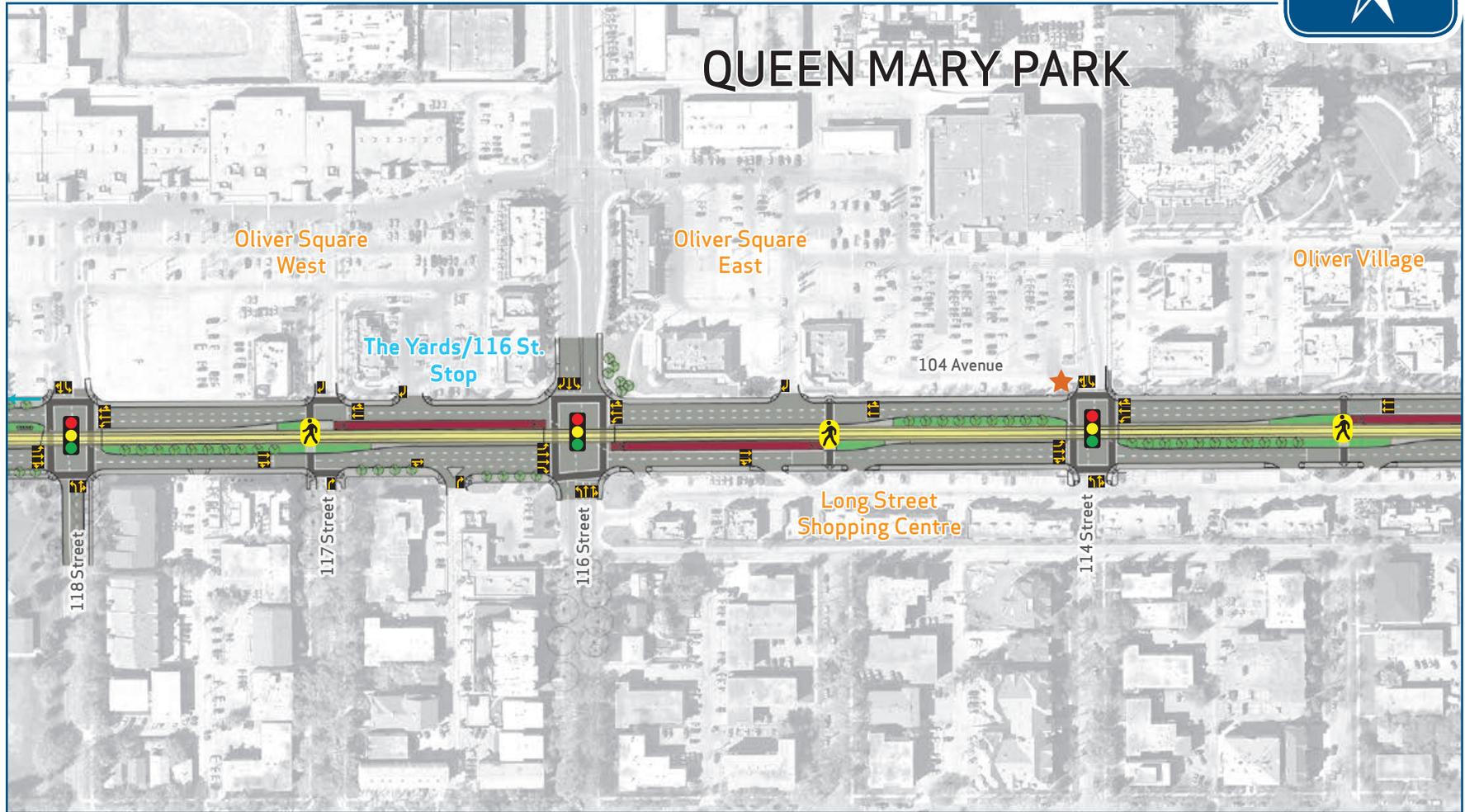
The LRT reaches another staggered stop east of 124 Street. Left turns will be available at this intersection for most directions of travel. However, eastbound left turns to head north onto 124 Street will not be possible in this design. Motorists travelling in this direction will need to use the jughandle manoeuvre

(turn-around opportunity), using the surrounding street network at 121 Street to travel north.

The LRT will continue down the centre along 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.

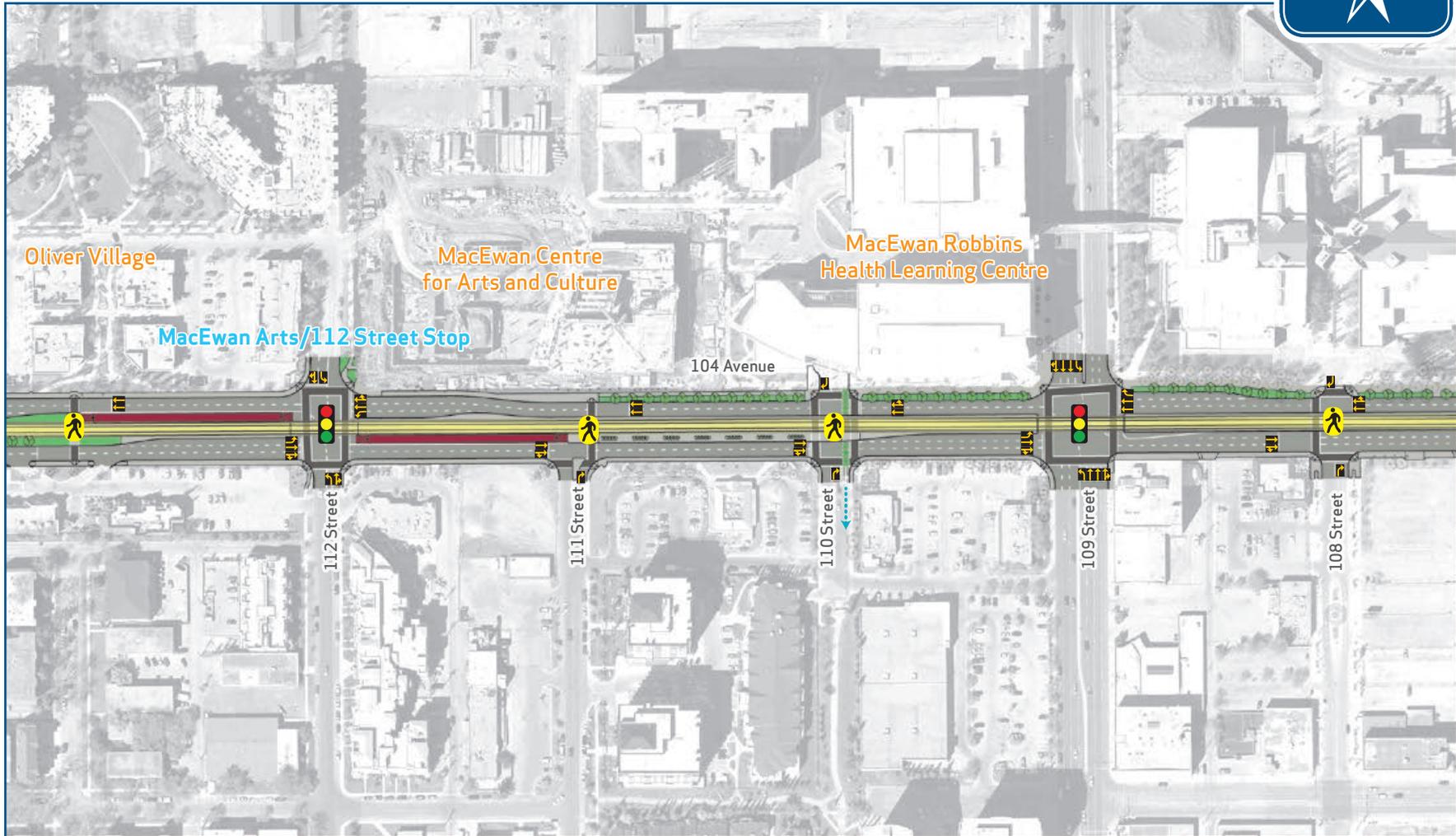


QUEEN MARY PARK



Through public engagement, area residents chose a historic theme for the The Yards/116 St. Stop.

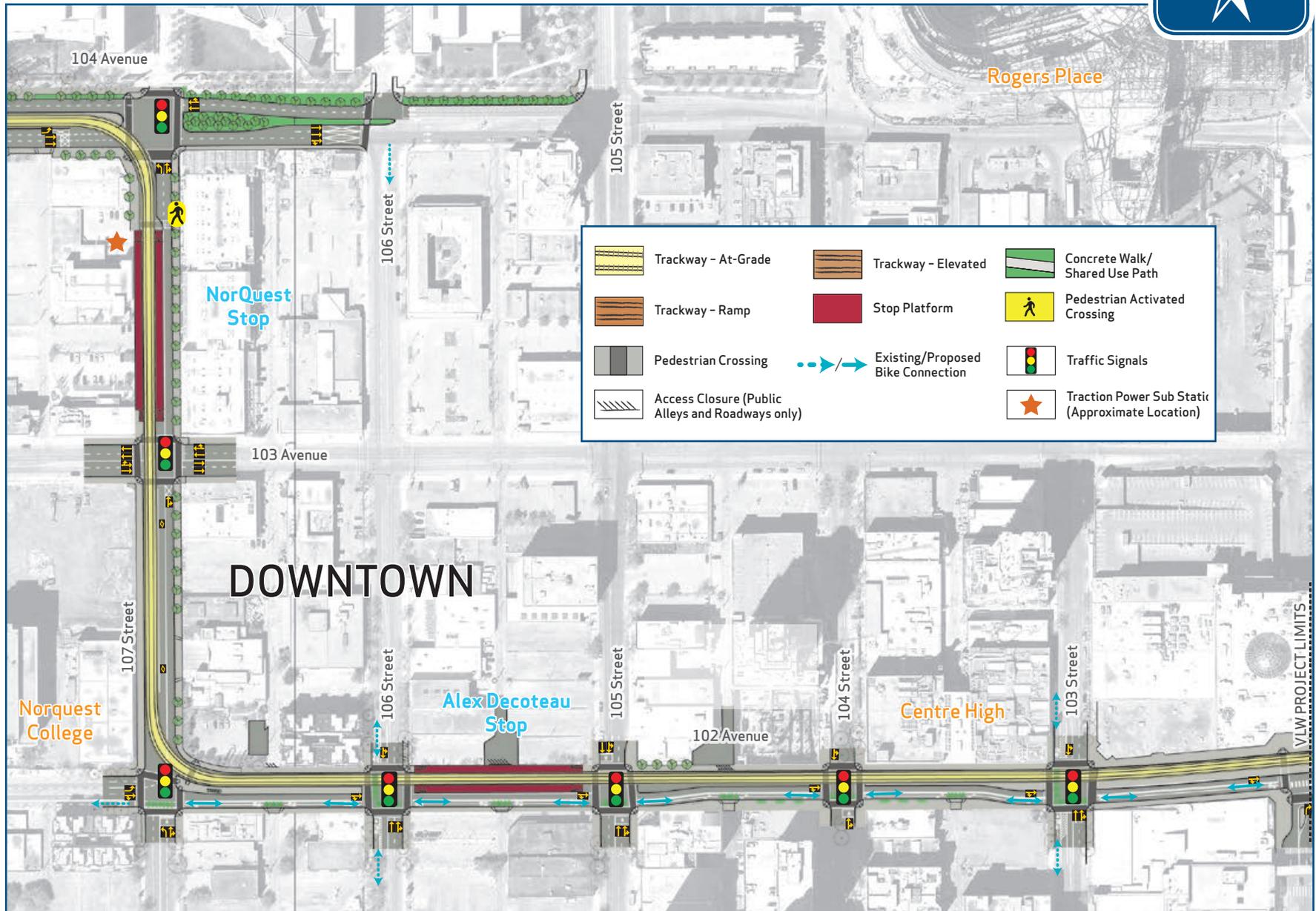
Continuing east along the centre of 104 Avenue, the LRT arrives at a staggered stop at 116 Street. Access to the commercial and high-density developments along this stretch of the corridor is provided at signalized intersections at 118 Street, 116 Street and 114 Street.



	Trackway - At-Grade		Trackway - Elevated		Concrete Walk/Shared Use Path		Pedestrian Crossing		Kiss & Ride		Traffic Signals
	Trackway - Ramp		Stop Platform		Pedestrian Activated Crossing		Access Closure (Public Alleys and Roadways only)		Existing/Proposed Bike Connection		Traction Power Sub Station (Approximate Location)

Through public engagement, area residents chose a contemporary theme for the MacEwan Arts/112 St. 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 the heart of Edmonton.



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.



WHAT HAPPENS NEXT?

With federal and provincial funding now in place, the City can move forward with procurement, which involves undertaking a rigorous competitive process to select a team who can effectively deliver the project.

It will take about one year to select a contractor for the Valley Line West LRT project, and another five to six years to complete construction, which is expected to begin in 2020.

TO FIND OUT MORE ABOUT THE VALLEY LINE LRT PROJECT

Visit edmonton.ca/valleylinewest

Email LRTprojects@edmonton.ca

Call the LRT Projects Information Centre at 780.496.4874 (Voicemail)

Edmonton

