

THE WAY WE MOVE

LRT FOR EVERYONE



TRANSFORMING | **EDMONTON**

BRINGING OUR CITY VISION TO LIFE



Edmonton

LRT FOR EVERYONE

Light rail is about more than transit; it's about transforming Edmonton. As the city grows, so do its transportation needs. LRT is an investment in Edmonton's future: the development of a modern, globally competitive city with a transportation system that meets the needs of a diverse, dynamic and growing population. LRT is reliable, accessible and frequent. LRT is a preferred choice that gets people where they need to go.

THE WAY WE MOVE

The Way We Move is the City's 30-year transportation master plan to help Edmonton:

GO

Create sustainable transportation options, such as public transit, that make getting around reliable and accessible.

GROW

Accommodate a growing city by providing transportation alternatives designed and built for generations of Edmontonians.

THRIVE

Develop a city that is economically, socially and environmentally sustainable with an integrated transportation system that creates links throughout the city.



High-Floor light rail vehicles are used on Edmonton's existing LRT system and will be used on future extensions of the Capital and Metro lines.



Low-Floor light rail vehicles adopt a more urban style that does not require a station with a raised platform but only a raised curb. Low-Floor vehicles will be used on the Valley Line LRT.

LRT NETWORK PLAN AND PROJECTS

Edmonton's LRT Network Plan is a long-term vision to expand the City's LRT to five lines by 2040. Expansion of the LRT network involves changes from the existing suburban-style system to a more urban style, regardless of high-floor or low-floor vehicles. Changes include:

- most tracks at street level.
- stations built closer together.
- some connections between different LRT lines, especially at Churchill Station.
- reduced speeds through residential areas.

LRT in Edmonton will always have dedicated right-of-way but the Valley Line LRT will have some reduced requirements for crossing arms, lights, bells, gates and barriers:

- Extensions of Edmonton's existing LRT system will pre-empt traffic. LRT has priority at every intersection and requires standard bells, lights, gates, etc.
- The Valley Line LRT will have traffic priority. Sometimes LRVs will stop at red lights, with fewer bells, lights, gates, etc. The Valley Line LRT will communicate with light signals at some intersections to maximize efficiency of traffic flow and LRT.



LRT SYSTEM MAP

- Existing LRT Line
- Route approved by City Council
- ➔ Corridor for Future Study

PROJECT STAGES	Corridor Definition	Alignment Definition	Preliminary Engineering	Detailed Engineering	Construction Complete	Service Opening
Metro Line (Between Downtown & NAIT)	✓	✓	✓	✓	2014	2015
Capital Line (Between Century Park & Ellerslie Road)	✓	✓	✓			
Capital Line (Between Clareview & Gorman)	✓	✓	✓			
Valley Line (Between Downtown & Mill Woods)	✓	✓	✓			
Valley Line (Between Downtown & Lewis Farms)	✓	✓	✓			
Metro Line (Between NAIT & Northwest Edmonton)	✓	✓				
Central Area Circulator	TBD	TBD				
East LRT (Between Downtown & Sherwood Park)	TBD	TBD				

CAPITAL LINE

HISTORY

1978 Edmonton opens its new LRT line for the Commonwealth Games. The line runs between Belvedere Station to Central Station.

1981 Clareview Station opens.

1983 Bay and Corona stations open.

1989 Grandin/Government Centre Station opens.

1992 University Station opens. It includes a North Saskatchewan River bridge crossing.

2006 Health Sciences Station opens.

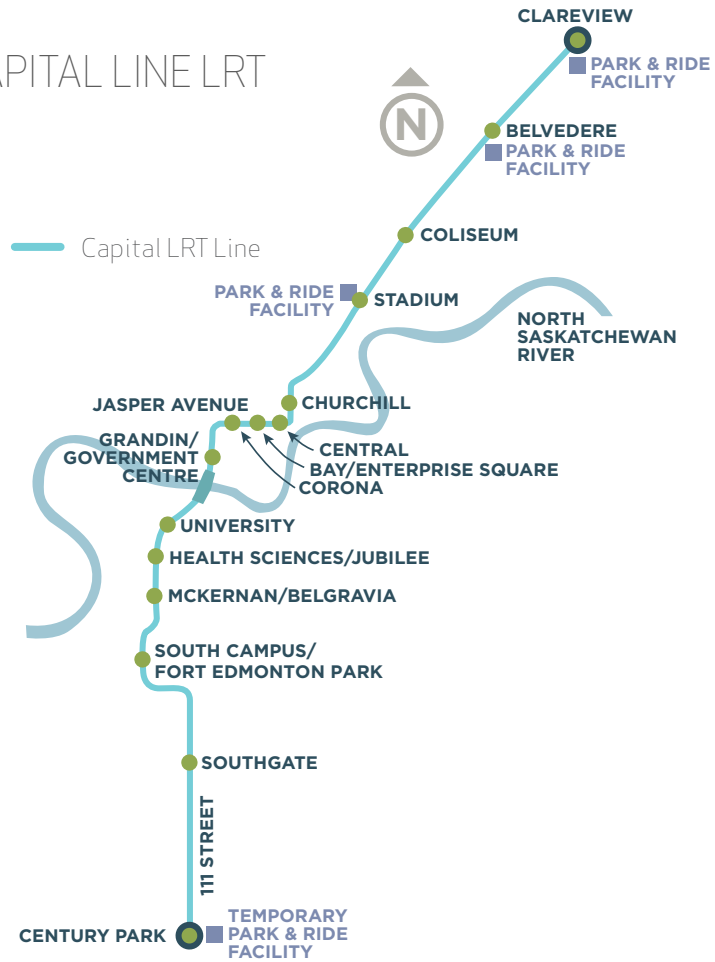
2009 McKernan/Belgravia and South Campus/Fort Edmonton Park stations open.

2010 Southgate and Century Park stations open.

FAST FACTS

- Frequency: peak-hour service every five minutes, 10 - 15 minutes off-peak.
- Capacity: 9,600 people per hour per direction using four-car trains on five-minute service.
- Ridership: 98,144 boardings per weekday.

CAPITAL LINE LRT



- 21 km long.
- 15 stations.
- Integrates with buses (transit centres), cyclists (shared-use paths), pedestrians (downtown pedway and sidewalks) and motorists (park-and-ride).
- Park-and-ride available at Clareview, Belvedere, Stadium and Century Park stations.
- Operates at a maximum speed of 70 km/hr.
- Trains run between 5 a.m. and 1:45 a.m.
- Fully accessible to people with mobility challenges.



METRO LINE

- Street-level, except for 700 m tunnel between Churchill and MacEwan stations.
- Shared-use path parallel to the LRT.
- Service opening in 2015.

STATIONS

MacEwan

- Surrounded by an outdoor plaza, landscaped green space and intersecting pedestrian walkways.
- New downtown connection to LRT network.
- Catalyst for Downtown North Edge development.
- Convenient access to MacEwan University and Rogers Place.

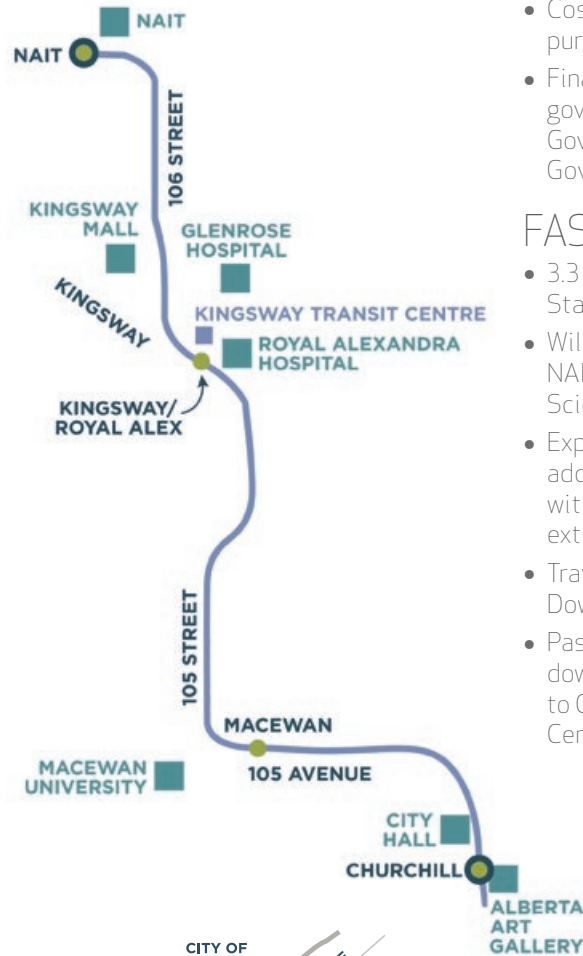
Kingsway/Royal Alexandra Hospital

- Easy access to Royal Alexandra Hospital and Kingsway Mall.
- Transit centre, opened in 2014, will help create a major transit hub for northwest Edmonton.

Northern Alberta Institute of Technology (NAIT)

- Easy access to NAIT and Kingsway Mall.
- Adjacent to Blatchford redevelopment.

METRO LINE LRT



FINANCING

- Cost: \$655 million (includes land purchases and 20 new LRVs).
- Financing from three orders of government: City of Edmonton, Government of Alberta and Government of Canada.

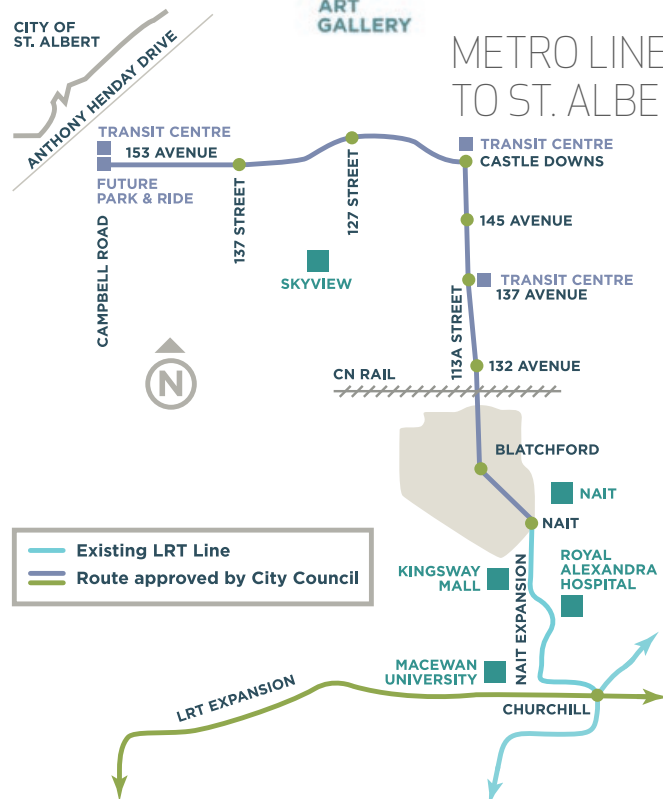
FAST FACTS

- 3.3 km extension from Churchill Station to NAIT Station.
- Will ultimately operate between NAIT Station and Health Sciences Station.
- Expected ridership: 13,200 additional weekday boardings with capacity for growth with extension to St. Albert.
- Travel time between NAIT and Downtown: 9 minutes.
- Passengers can change trains downtown to travel northeast to Clareview Station or south to Century Park Station.

METRO LINE TO ST. ALBERT

The Metro Line LRT to city limits is currently in the concept planning phase. The extension is an integral part of the transit-oriented community planned for the Blatchford redevelopment. It will travel across Blatchford and over Yellowhead Trail towards a future park-and-ride at the northwest city limits.

METRO LINE LRT TO ST. ALBERT



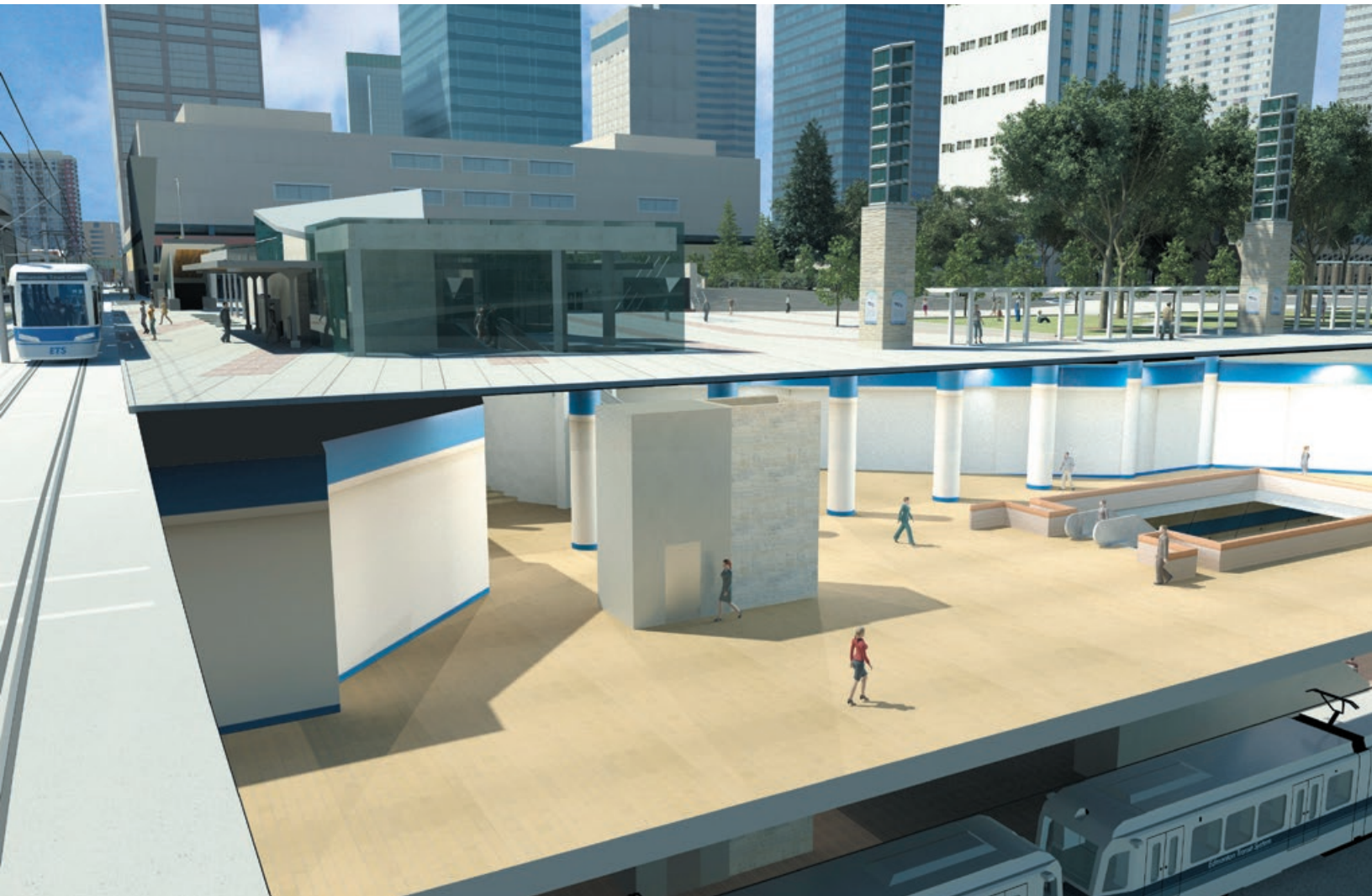
VALLEY LINE LRT



FAST FACTS

- The Valley Line LRT is Edmonton's next LRT priority and is expected to be completed in phases starting with the southeast portion of the line.
- Construction on the first phase between Downtown and Mill Woods is expected to begin in 2016 and be complete by the end of 2020.
- Funding has been secured for the first phase from all three orders of government: the City of Edmonton, the Government of Alberta and the Government of Canada.
- Will feature new operations and maintenance facility on southeast portion.
- Will travel 27 km between Mill Woods Town Centre and the Lewis Farms Transit Centre.
- Approximately 100,000 daily boardings expected.
- Will have 25 street-level stops and three elevated stations at Wagner, the Misericordia Hospital and West Edmonton Mall.
- Passengers will be able to transfer to the existing LRT at Churchill Station.
- Preliminary engineering was completed in late 2013.

Multi-level view of current underground Churchill Station with future Valley Line Churchill stop at street level.



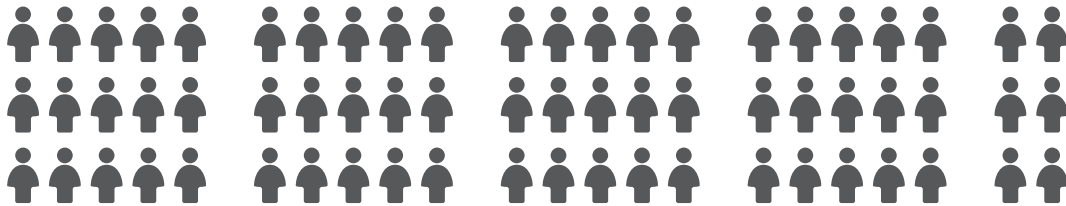
WHY IS LRT FOR EVERYONE?

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.

HOW LRT IS FOR EVERYONE

- Increases the availability, reliability, speed and comfort of travel.
- Links communities and frees people from dependence on single-occupant vehicles.
- Reduces citizen costs for gas and vehicle maintenance.
- Environmentally friendly and sustainable.

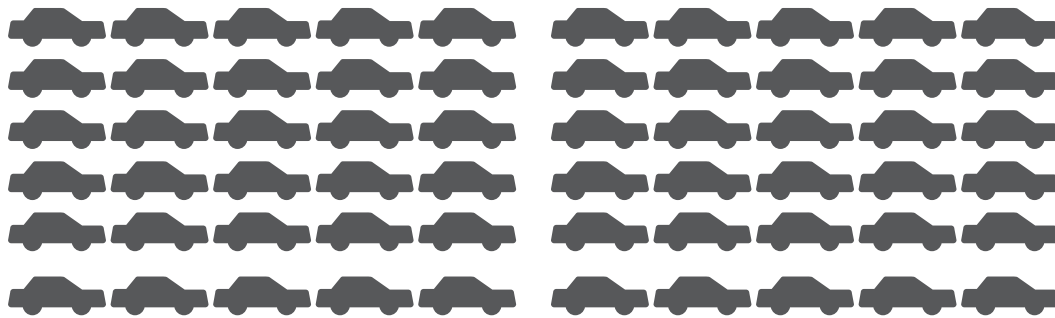
TRANSPORTATION: FROM ROADS TO RAILS



660 people

(based on existing LRT system design guidelines)

 = 10 people 



600 cars

(based on 1.1 person per vehicle occupancy during peak periods)

 = 10 cars 



**One
4-car train**

FOR FURTHER INFORMATION OR TO COMMENT, PLEASE CONTACT:

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