

BOAT DOCKS AND LAUNCHES and MECHANIZED RIVER VALLEY ACCESS

Two Initiatives of Edmonton's River Valley Connections

Please view the display boards and provide your comments about the proposed concepts on the available comment form. You can also respond online at edmonton.ca/rivervalleyprojects until Sunday, April 26, 2015. The River Valley Connections initiatives are fully funded by the River Valley Alliance, the provincial and federal governments, and the City of Edmonton.

If you want to speak with the project team, visit our Open Houses at City Hall (City Room):

Mechanized River Valley Access

Wednesday, April 8

11 a.m. – 2 p.m. and 4 – 8 p.m.

Boat Docks and Launches

Thursday, April 9

11 a.m. – 2 p.m. and 4 – 8 p.m.

More information: [**edmonton.ca/rivervalleyprojects**](http://edmonton.ca/rivervalleyprojects)



RIVER VALLEY CONNECTIONS

Project Overview: River Valley Connections

The City of Edmonton has partnered with the River Valley Alliance on five initiatives that will increase access to, and connectivity throughout, the river valley. These initiatives are a significant step in creating a world-class, river valley park system.

All initiatives are to be complete by the end of 2016 and the total budget of \$72.9 million is fully funded through grants from the:

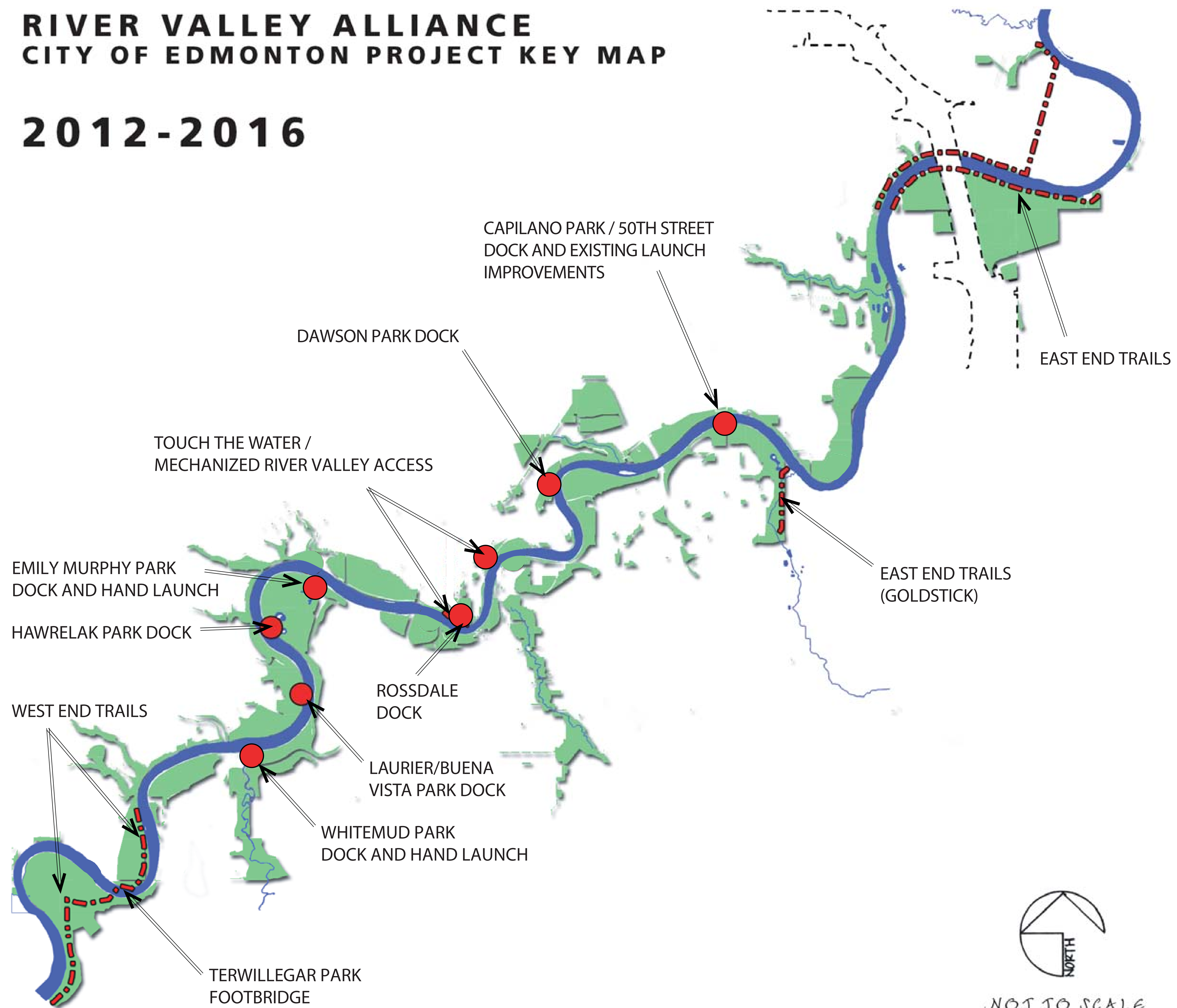
- River Valley Alliance - \$24.3 million
- Government of Alberta - \$22.6 million
- Government of Canada - \$24.3 million
- City of Edmonton - \$1.6 million
 - \$1.2 million from general finances
 - \$0.4 million from parkland reserve

- 1. East End Trails:** Development of approximately 16 km of east Edmonton trails including 980 meters of secondary (gravel) trail in Tiger Goldstick Park.
- 2. Terwillegar Park Footbridge:** This 262-metre long footbridge will link Terwillegar Park to River Valley Oleskiw and the Fort Edmonton Footbridge.
- 3. West End Trails:** This initiative will add 5 m of primary (paved) and secondary (gravel) trails to the river valley main spine trail.
- 4. Boat Docks and Launches:** New docks and boat launches will be added throughout the river valley for public use.
- 5. Mechanized River Valley Access and Touch the Water:** These two initiatives will increase access to the river valley from the downtown core and will enhance connections to the trail system and the North Saskatchewan River.



RIVER VALLEY ALLIANCE CITY OF EDMONTON PROJECT KEY MAP

2012-2016



MECHANIZED ACCESS: OVERVIEW

The River Valley Alliance projects support the River Valley Alliance's goal to increase equitable access to the river valley for all citizens and visitors in the Capital Region. The Mechanized River Valley Access project will ensure that the river valley is more accessible to people of all ages and abilities.

Since 2012, several options have been discussed with City Council to determine how to best implement the Mechanized River Valley Access project to enhance citizens' opportunities to enjoy and experience the river valley.

The City has been studying the feasibility for a mechanized river valley access project that will connect the downtown to the North Saskatchewan River valley. Two alignments have been explored—an east alignment and west alignment that include an urban staircase, a funicular, as well as seating and viewing areas.

Completion: End of 2016

Cost: \$24 million (fully funded)



FUNICULAR

What is a Funicular?

Funiculars are cable-propelled systems that haul one or two cars over an inclined track. Funiculars can operate using one or two vehicles on one or two parallel tracks.

A primary goal of this project is to support connectivity and accessibility to the river valley for all citizens—regardless of age or ability. The Mechanized River Valley Access project aims to connect Edmonton's downtown to the existing river valley trail system. The project will include innovative urban design that will facilitate access to the river valley and will allow people to travel from our vibrant downtown to connect with nature within minutes.

Why was a Funicular Chosen?

The funicular was selected from among a number of types of mechanized systems that have been built in urban environments to transport people between higher to lower elevations. Funiculars:

- will safely transport groups of wheelchairs, cyclists, pedestrians, and others up and down the river valley bank;
- have less maintenance and operational requirements than outdoor escalators and gondolas;
- are not susceptible to strong winds;
- have a small station footprint, which is required due to limited space at the top of bank;
- provide full accessibility, unlike chairlifts and escalators;
- are more economical than other fully accessible systems.



Funiculars are safe and typically have long service lives. The size of cars can vary from as small as 10 passenger cars to cars that can accommodate up to 200 passengers. The station footprint required for a funicular is small compared to aerial systems such as gondolas, which is required due to the tight space at the top of bank.

A funicular system is judged to be the most suitable technology for this project.

Completion: End of 2016

Budget: \$24 million (fully funded)



TELL US WHAT YOU THINK

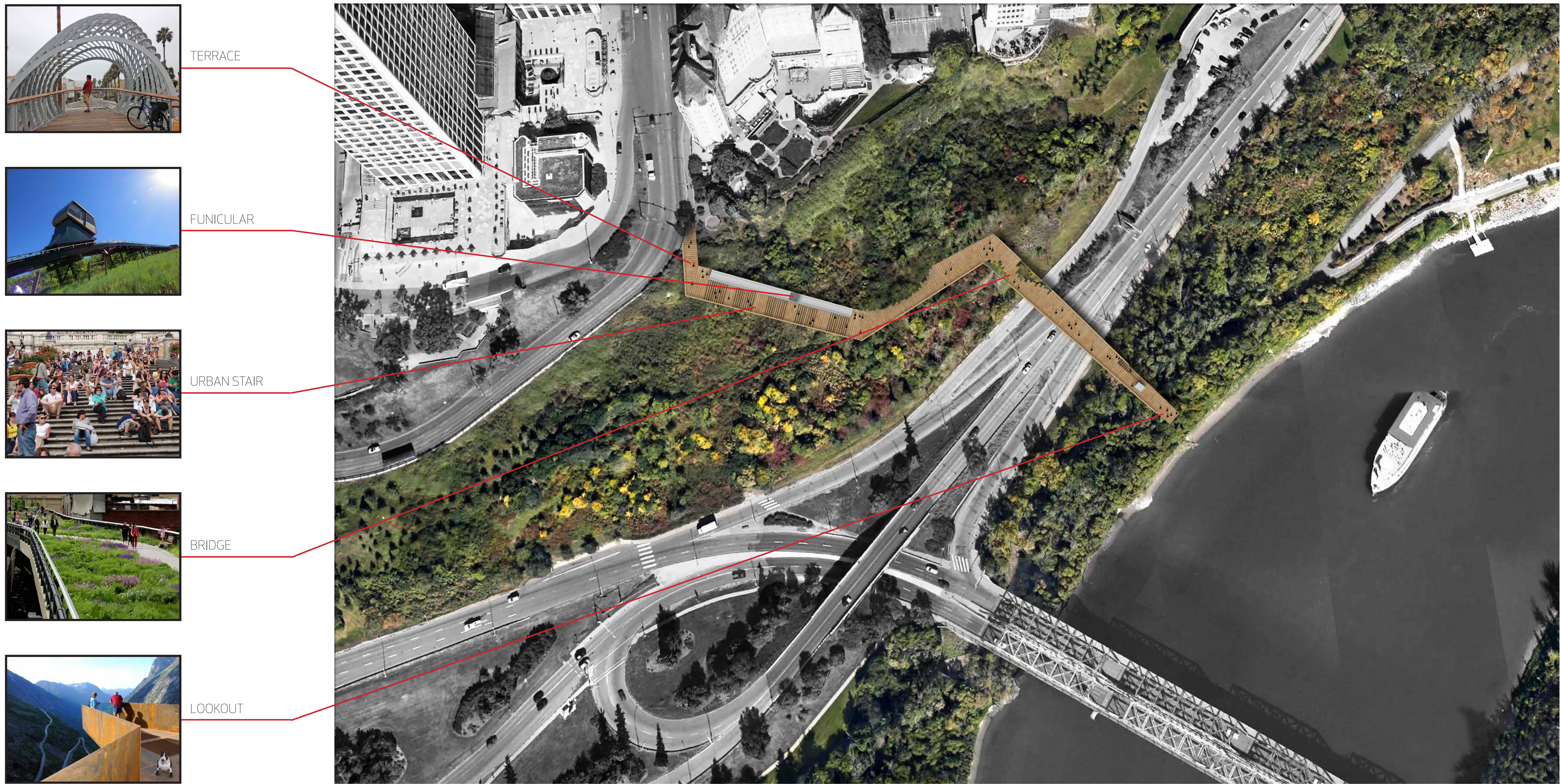
Help us plan the Mechanized River Valley Access initiative.

Please review the display panels with the design concepts for the Mechanized River Valley Access initiative and respond to the following question on the comment form provided. You can also provide your input online at edmonton.ca/rivervalleyprojects until Sunday, April 26, 2015.

- 1. The City has been studying the feasibility for a mechanized access project that will connect the downtown to the North Saskatchewan River valley. Two alignments have been explored at this location. The consultants are recommending the east alignment. What are your thoughts?**



EAST ALIGNMENT: OVERVIEW



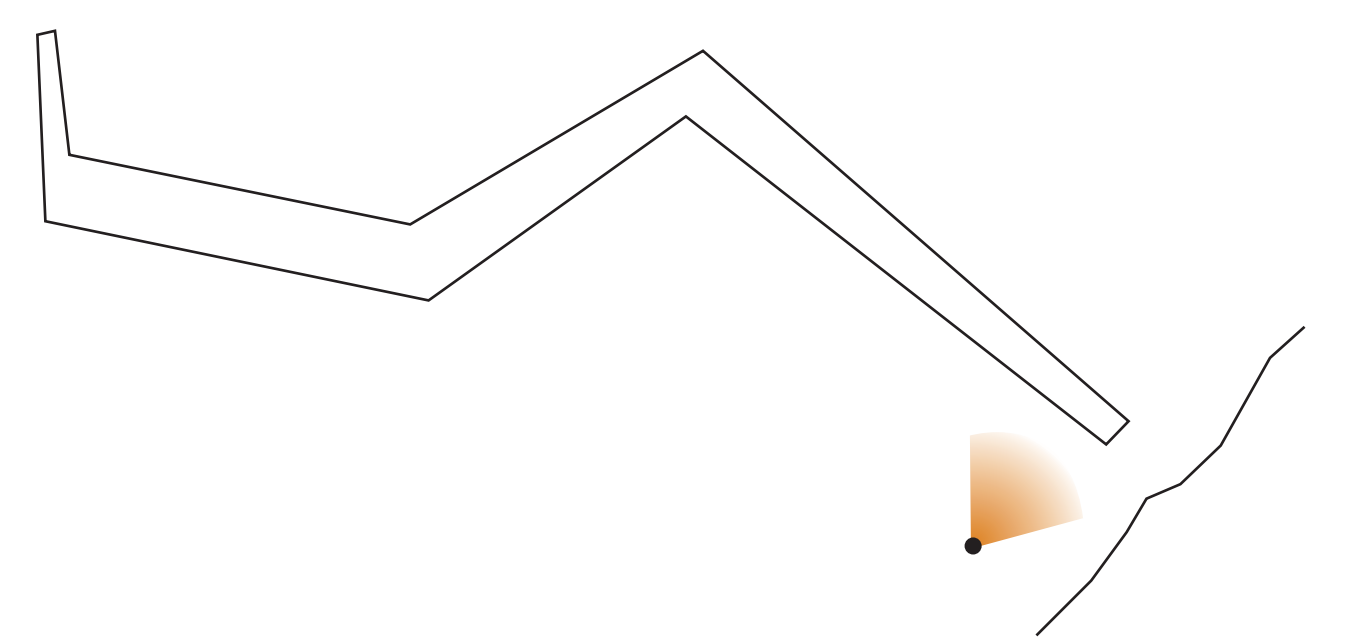
PLAN



EAST ALIGNMENT: VIEWS



VIEW FROM RIVER VALLEY TRAILS



EAST ALIGNMENT: VIEWS



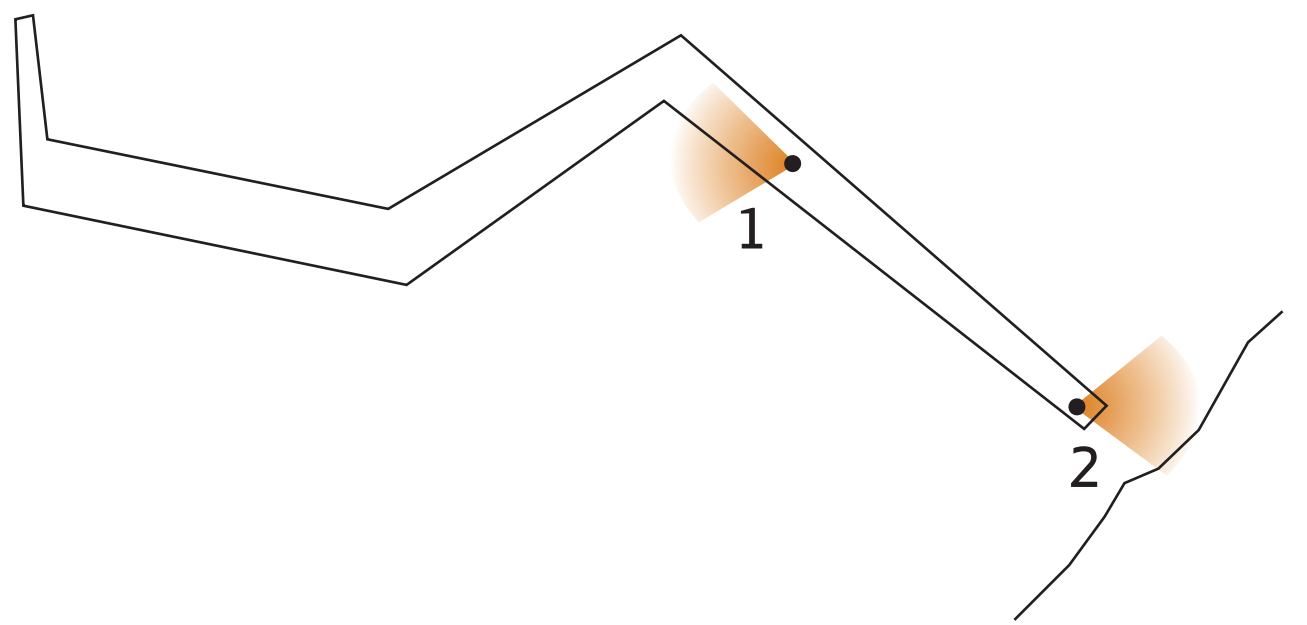
VIEW 1 - FROM BRIDGE



VIEW FROM RIVER



VIEW 2 - FROM LOOKOUT



WEST ALIGNMENT: OVERVIEW



TERRACE



FUNICULAR



URBAN STAIR



BRIDGE



LOOKOUT



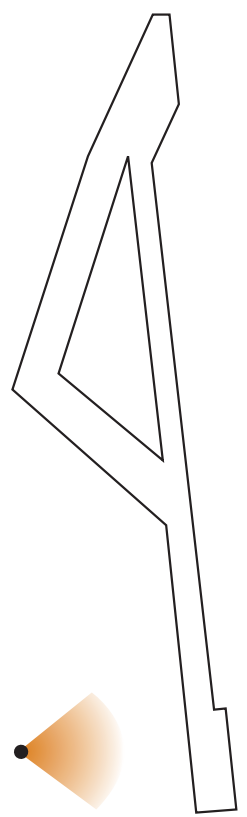
PLAN



WEST ALIGNMENT: VIEWS



VIEW FROM SIDEWALK



WEST ALIGNMENT: VIEWS



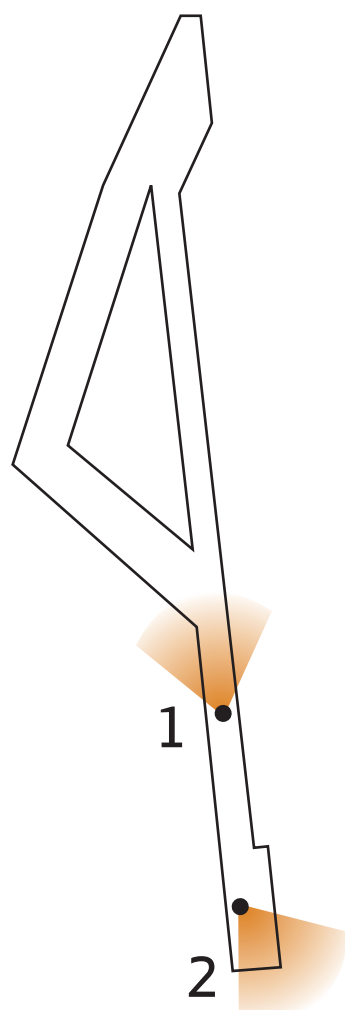
VIEW 1 FROM BRIDGE



VIEW FROM RIVER



VIEW 2 FROM LOOKOUT



MECHANIZED RIVER VALLEY ACCESS

Alignment Options: Design Considerations

Criteria	West Alignment	East Alignment
Connectivity	<ul style="list-style-type: none"> • Indirect connection from downtown to river valley trail system 	<ul style="list-style-type: none"> • Direct connection from downtown to river valley trail system
Urban Design: User Experience and Views	<ul style="list-style-type: none"> • Limited opportunities for enjoying views and vistas • User experience ends at traffic ramps; pedestrian experience at bottom in teardrop island surrounded by road network • Views toward Rosssdale and river valley 	<ul style="list-style-type: none"> • Significant opportunities for enjoying views and vistas • User experience ends in river valley; bridge over road provides access to park-like setting • Unfolding views toward Rosssdale, river valley, Muttart and river overlook
Urban Design: Orientation and Wayfinding	<ul style="list-style-type: none"> • Strong orientation and overlook at 100 Street • Confusing connections to trail network, route from river valley trail to elevator and stairs is indirect • No direct visual connection to the river valley trails 	<ul style="list-style-type: none"> • Strong orientation and overlook at 100 Street • Intuitive wayfinding and direct connection to river valley trail network • Strong connection to river valley with overlook
Accessibility: Pedestrians and Cyclists	<ul style="list-style-type: none"> • Ready access from top of bank to road network for all public • Less than ideal pedestrian/family/cyclist experience at bottom due to proximity to roadway network • Connection under Low Level Bridge constricted 	<ul style="list-style-type: none"> • Ready access from top of bank to river valley for all public • Strong pedestrian/family/cyclist experience at bottom by elevator
Accessibility: Universal Access	<ul style="list-style-type: none"> • Good universal access at 100 Street and elevator • Wheelchair accessible (funicular) 	<ul style="list-style-type: none"> • Good universal access at 100 Street and elevator at riverfront • Wheelchair accessible (funicular)
Environmental Footprint	<ul style="list-style-type: none"> • Smaller footprint • Some tree removal required 	<ul style="list-style-type: none"> • Slightly larger footprint • Some tree removal required
Vehicle Traffic Impacts	<ul style="list-style-type: none"> • Elevator structure and pier in teardrop island surrounded by road networks may inhibit sight lines • Abutment and pier will be installed close to traffic lanes 	<ul style="list-style-type: none"> • Minimal impact on sight lines • Pier will be installed close to traffic lanes
Constructability and Engineering	<ul style="list-style-type: none"> • Steep slope makes site access more difficult for contractors and equipment • More utility conflicts 	<ul style="list-style-type: none"> • Existing trail makes site access easier for contractors and equipment • Fewer utility conflicts
Traffic Accommodation During Construction	<ul style="list-style-type: none"> • Total closure of pedestrian access to existing stairs during construction 	<ul style="list-style-type: none"> • May be possible to keep pedestrian access to existing stairs in service during construction

