124 Street Stop
Valley Line West

Valley Line West LRT Team – Stakeholder Information Session
124 Street Stop
The path to a recommendation

- Purpose of session
- Valley Line West – project overview & history
- Features of the new urban-style LRT
- Why Stony Plain Road?
- Why 124 Street?
- Challenges, constraints and options
**Purpose of session**

- Show path to recommended 124 Street stop location
- Outline constraints & limited alternatives
Overview & History
Strategy phase

2008
● City Council approves planning criteria for future LRT

2009
● City commits to urban-style LRT to enable better fit into neighbourhoods
Overview & History

Concept phase

2009

- City Council selects Valley Line West corridor from initial list of 15 options

2012

- Council approves Valley Line West concept plan
Overview & History

Design phase

2013
- Preliminary design completed

2016
- Funding provided to review preliminary design & prepare for procurement

2017-18
- Review of preliminary design
Overview & History

Next steps

2018

- Complete procurement-readiness

2019-20

- Subject to funding availability, procurement and start of construction (preceded by preliminary works)

2025

- Possible start of operation

July 4, 2018
Features
Urban-style LRT & Sustainable Urban Integration

- Low-floor LRT vehicles can be boarded from platforms that are close to sidewalk height.
- The LRT runs alongside traffic and is controlled by intersection traffic signals.
- Stop platforms are integrated with enhanced pedestrian crossings for safe accessibility.
- With frequent stops, LRT access is within walking distance for more people.
- Urban-style design minimizes barriers at stops for better integration into communities.

July 4, 2018
Why Stony Plain Road?
Convenience for potential users

- Started with 15 options
- Short-listed to Stony Plain Road, 107 Avenue & 87 Avenue
- Connects areas that are densely populated and those that are intended to have higher density in the future
- Puts LRT within walking distance for thousands
- More direct route downtown for more users
Why 124 Street?
Major destination

- 124 Street is a key destination between downtown and West Edmonton
Challenges, constraints & options

Narrow corridor

- Constrained road right-of-way
- Many buildings are built up to property lines
- Connections into existing building accesses
- Roadway & sidewalks are narrow
- Minimize property impacts
Challenges, constraints & options

124 Street stop - original plan

- Concept plan placed stop platforms on both sides of 124 Street
- Closer look revealed that level platform not possible without impacting road and/or access into adjacent buildings
Challenges, constraints & options
124 Street stop - revised plan

- Revised plan places stop platforms one block east, on both sides of 123 Street
- Least property impacts of options
- This revised plan was presented to City Council in March 2018
Challenges, constraints & options

A closer look
Concept plan option - across 124 Street
Concept plan option - across 124 Street

West platform cross-section, looking east
Concept plan option - across 124 Street

East platform cross-section, looking east
New recommended option - across 123 Street
New recommended option - across 123 Street

West platform cross-section, looking east
New recommended option - across 123 Street

East platform cross-section, looking east
Third option - between 125/126 Streets
Third option - between 125/126 Streets

Platform cross-section, looking east
What about west-to-north left turns at 124 Street?
Next Steps

- Prepare report to Council in response to direction received in March
- On Council agenda for October 2018
Questions & discussion

- 10-minute question period
- There are large-scale drawings at the tables
- Please join us for a more detailed look