



# Metro Line NW LRT Extension Project

The City of Edmonton’s vision is for Edmontonians to live in more transit-oriented communities and have greater access to their places of work, schools, hospitals and local destinations.

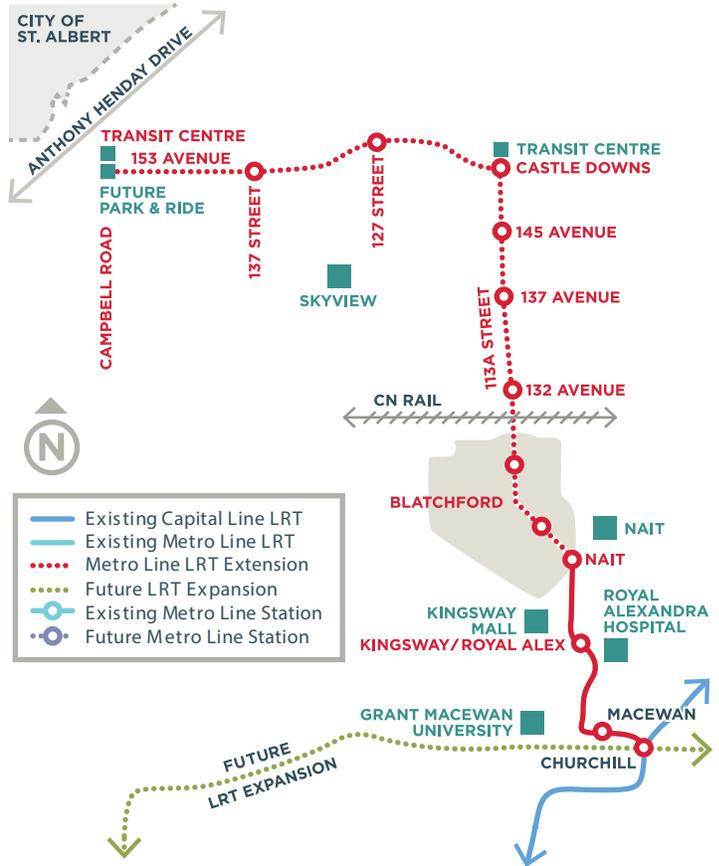
## About the Project

By 2040, the City of Edmonton will have expanded LRT service to all sectors of the City.

The LRT Network Plan balances Edmonton’s long-term transportation needs with a commitment to grow green and create a compact, integrated urban environment featuring a high-quality, accessible transportation mode.

Expanding the Metro Line NW LRT is part of the City’s Transportation Master Plan’s vision. One of the key objectives is to serve developed, redeveloping, and new neighbourhoods in the north and northwest sections of the city.

## Project Map



## Project Timeline



### STAGE 1 Concept Plan Validation

SUMMER THROUGH WINTER 2017

- Options for LRT crossings of major intersections
- LRT track and station alignment
- LRT design for community integration
- Confirm preferred design concept



### STAGE 2 Preliminary Engineering

WINTER 2018 TO EARLY 2019

- Preliminary infrastructure design
- Station area workshops for community integration
- Final engagement reporting
- Procurement phase implemented

## Frequently Asked Questions

### *How long is the Metro Line NW LRT Extension and where will it go?*

The Metro Line extension will add approximately 11 km to the current LRT alignment. It will extend from the existing NAIT station, through Blatchford to Castle Downs and east to Campbell Road to connect to the City of St. Albert.

### *How many stops will there be along the alignment?*

With 9 stations and 2 Transit Centers, this extension will connect communities and offer a great alternative to car travel.

### *What is a Transit Centre?*

A Transit Centre is a central hub where passengers can make a change between modes of transportation, such as bus, car and LRT.

### *What communities will be serviced by the Metro Line extension?*

A number of communities to the north of the city centre will benefit from the Metro Line extension, including:

- Blatchford
- Castle Downs
- Grand Trunk
- Griesbach

### *Will there be a Park and Ride?*

The Metro Line extension will include a Park and Ride at the Campbell Road LRT Station, allowing commuters a further alternative to their travel.

### *What style of train car will be used? High-floor or low-floor?*

A high-floor style of train will be used along this alignment. This style of train operates much the same way as the low-floor style, integrating into communities with visual elements that minimize intrusion and

maximize openness of space to create a safe environment.

### *Will this extension be at-grade, above ground or underground?*

The extension will be mainly at-grade. The current planning study will identify where grade separation may be required at key intersections and for crossing the CN rail tracks.

### *Will there be problems with the signalling and speed of the trains with this extension?*

In planning for the Metro Line extension we recognize the importance of flow of traffic through intersections. Designing efficient signalling and traffic systems is a top priority for this project. This portion of the alignment will utilize one partner to oversee the construction and operations.

### *How much will this project cost?*

City Council has identified that extending the Metro Line to Blatchford is a top LRT network priority. The cost for Phase 1 of the Metro Line extension from NAIT through Blatchford is approximately \$350 million. This cost is based on the 2013 Concept Planning Report, and it has been adjusted for current day values. Costs include all infrastructure to the north end of the future Blatchford Station. The cost for Phase 2 of the Metro Line extension from the CN Walker Rail Yard, north to Castle Downs and west to Campbell Road will be in the range of \$1.8 billion.

### *When is construction expected to start?*

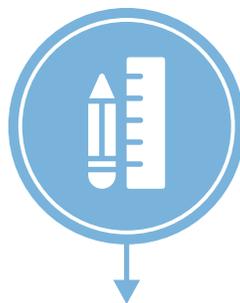
Phase 1 of the extension will be construction-procurement ready by the end of 2018. If funding is made available, construction of this phase could begin as early as 2020.

## Next Steps



**NOV 6, 2018**

Non-Stat Public Hearing Administration presents final recommendations to City Council



**2018-2019**

Project is construction procurement ready



Phase 1  
Prioritized and awaiting funding



Phase 2  
Not prioritized at this time