



THE LIGHT RAILWAY CONSTRUCTION

PROGRESS REPORT

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THE INTERNATIONAL PEACE AND COOPERATION CENTER

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THE LIGHT RAIL TRAIN (LRT.)

- 
- Part of the Israeli public transportation system in Jerusalem, meant to lead to a situation where public transportation is preferred to private vehicles
 - It is expected to be operational in the year 2008
 - The construction works of the LRT (Light Train System) are financed by a BOT (Build Operate Transfer) concession agreement for a period of 30 years
 - The estimated cost of the first LRT is 1.7 billion NIS

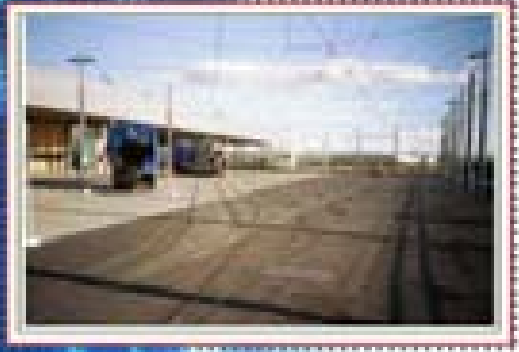
The Israeli plans for the Light Rail Train

- To encourage the Israeli citizens to use mass transportation
- To promote operational efficiency and economic feasibility
- The renewal and development of the Israeli city center
- To reduce noise and air pollution
- To bring pedestrians and businesses back to the city, achieving an Israeli demographic majority in Jerusalem
- To relieve traffic congestion throughout the city

Jerusalem Mass Transit System Initial Operating Scheme

Feeder and
Fast HGB Corridor
Bus Feeder Lines

August 2008 1:10,000
    



Legend

Fast HGB Line: Pigeon Rocks - Mount Zion

- Fast Line - Station
- Major Transfer Station

Fast - Slow - Demand

HGB Lines - North-South

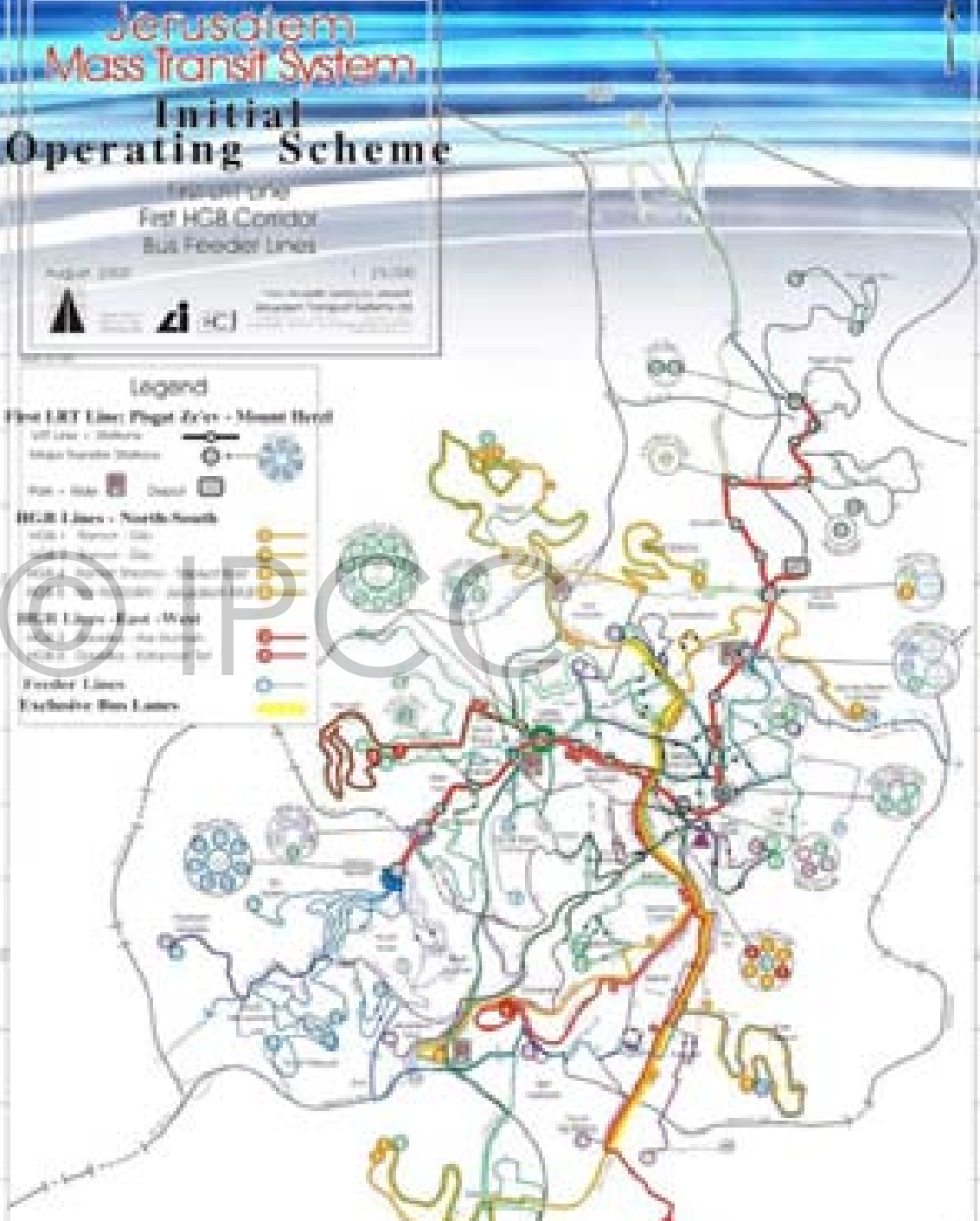
- Fast - Station
- Fast - Transfer Station
- Fast - Demand
- Slow - Station
- Slow - Transfer Station
- Slow - Demand

HGB Lines - East - West

- Fast - Station
- Fast - Transfer Station
- Fast - Demand
- Slow - Station
- Slow - Transfer Station
- Slow - Demand

Feeder Lines

Exclusive Bus Lines



THE PLAN

The First LRT Line

From the settlement of Pisgat Ze'ev to Mt. Herzl, via Jaffa Road

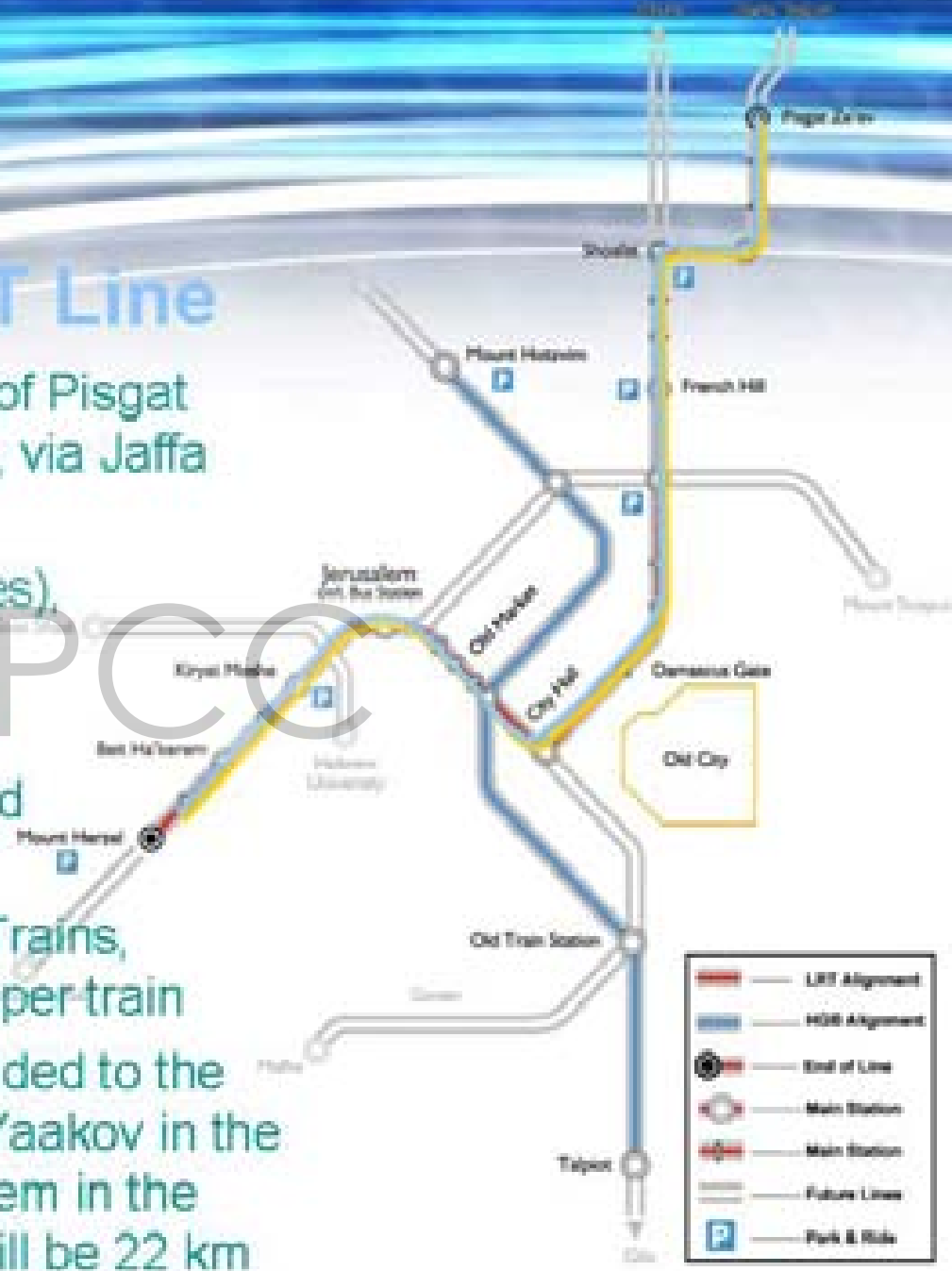
It is 13.8 km (8.6 miles), with 24 Stations

3-5 minute headway

Crosses 99 signalized Intersections

Fleet: 23- 3 Vehicle Trains, 465 passengers per train

The line will be extended to the settlement Neve Yaakov in the north and Ein Kerem in the south, and then will be 22 km

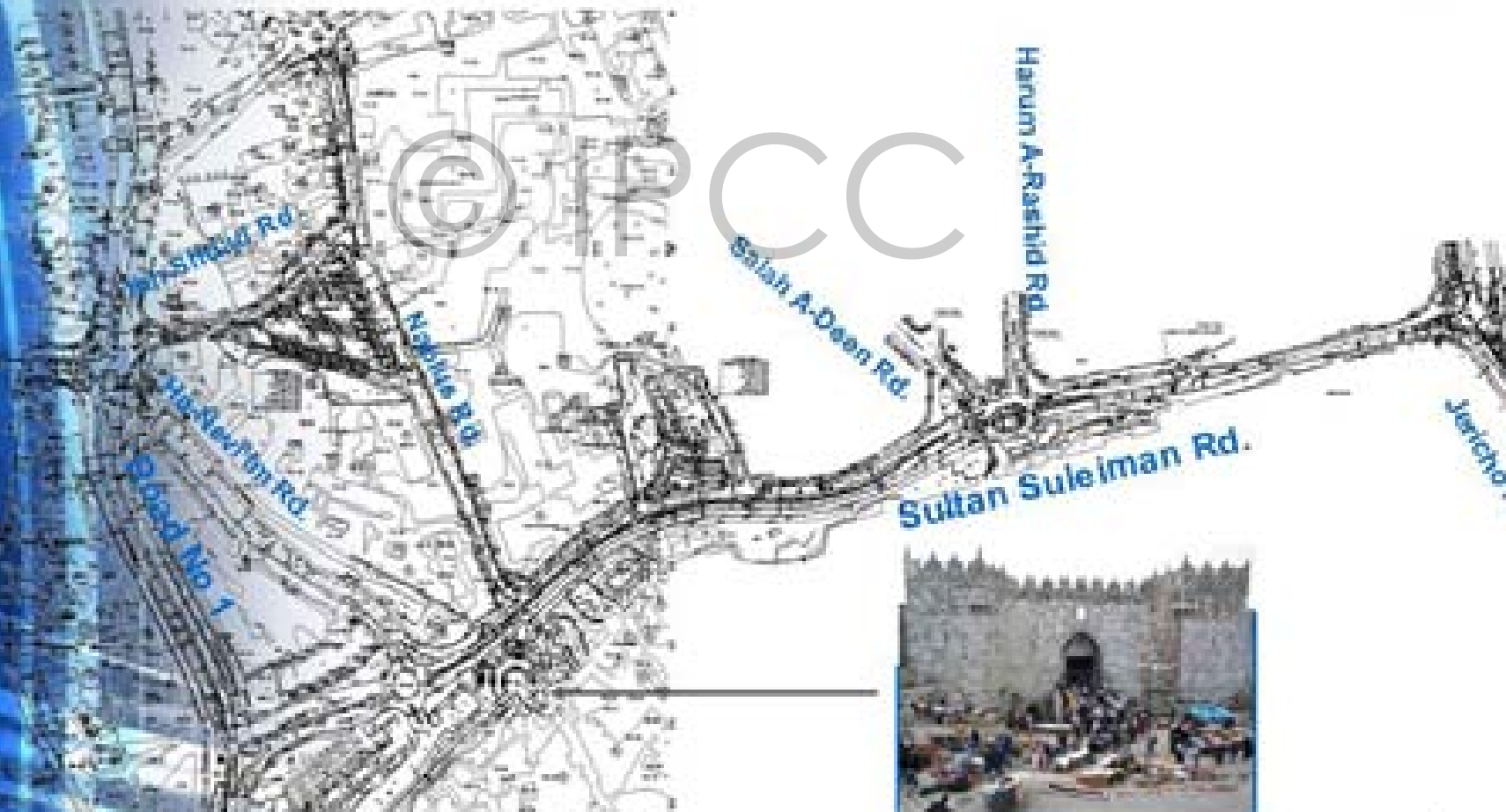


Extending the line & New Additions

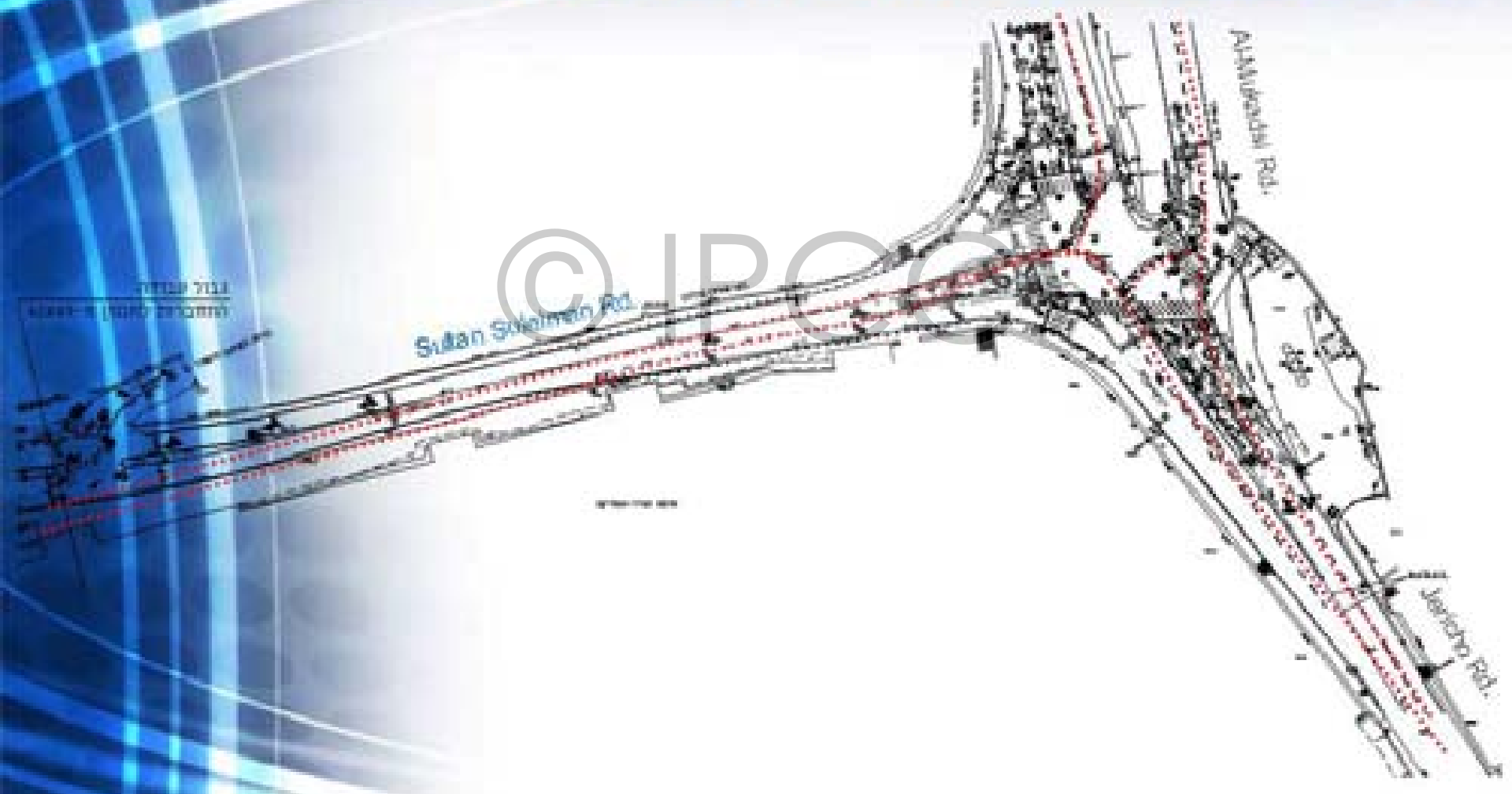
At the request of the Transport Ministry, the project engineers have initiated a process to approve extending the first LRT line to the Neve Yaakov neighborhood in the northern part of the city; and to the Kiryat Yovel and Kiryat Menachem neighborhoods and Hadassah Ein Kerem Medical Center in the south

The Eastern Gate (French Hill Junction): The entrance to the city for those coming from the north and the coastal region. The LRT depot, as well as the control and maintenance center, will be built there, a commercial and employment center is also planned.

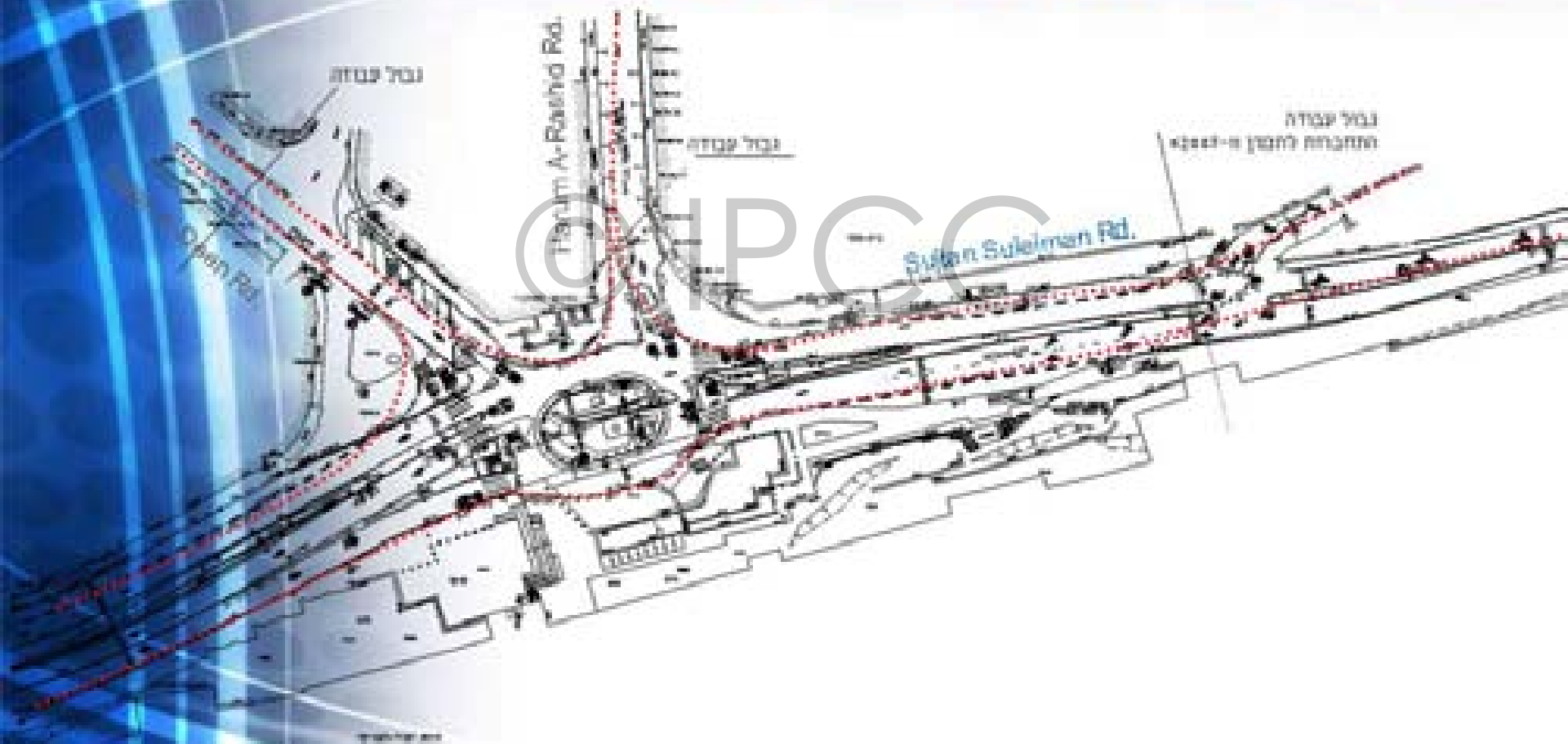
LRT in EAST JERUSALEM



SULTAN SULEIMEN ROAD

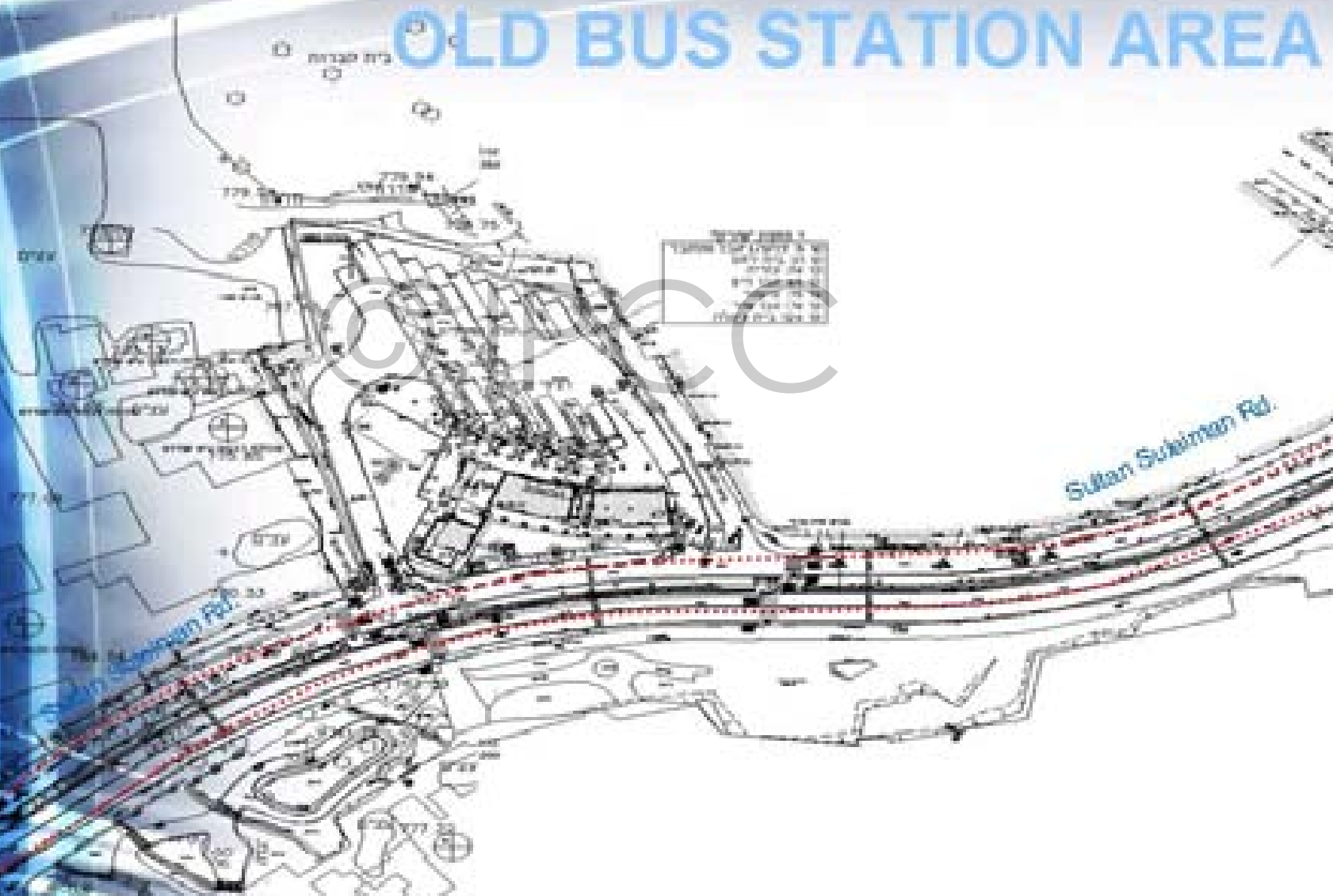


AL SAHIRA GATE AREA

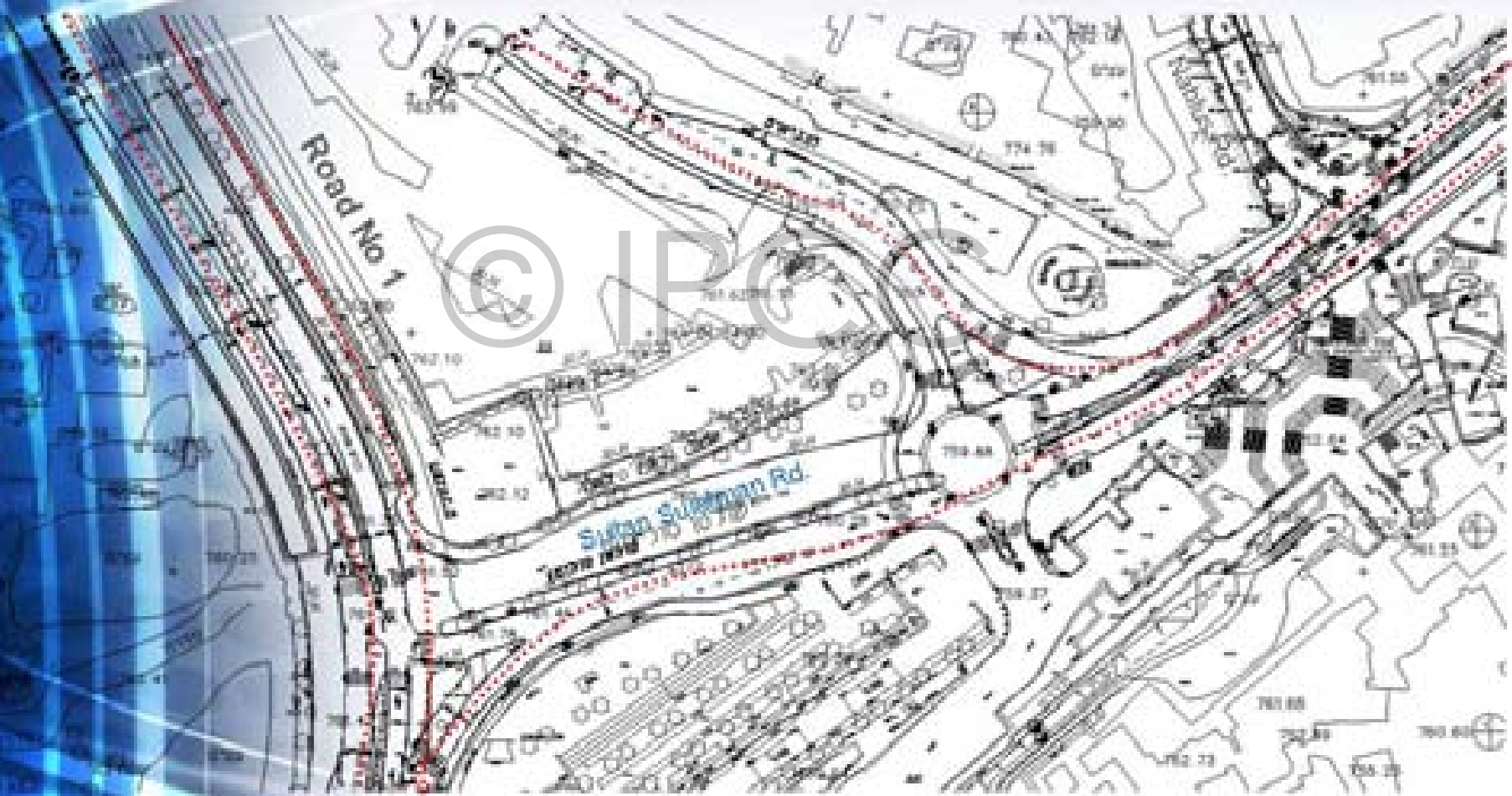


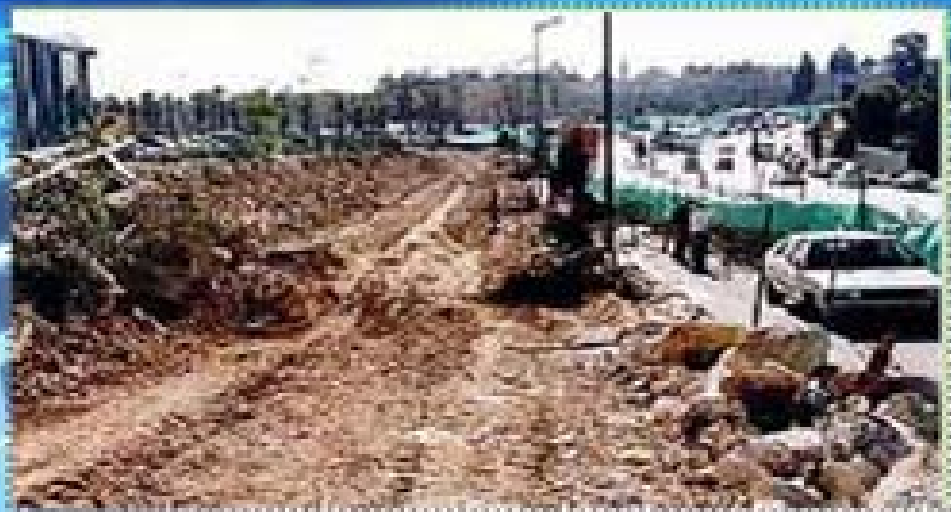
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OLD BUS STATION AREA



DAMASCUS GATE AREA





Damascus Gate Area

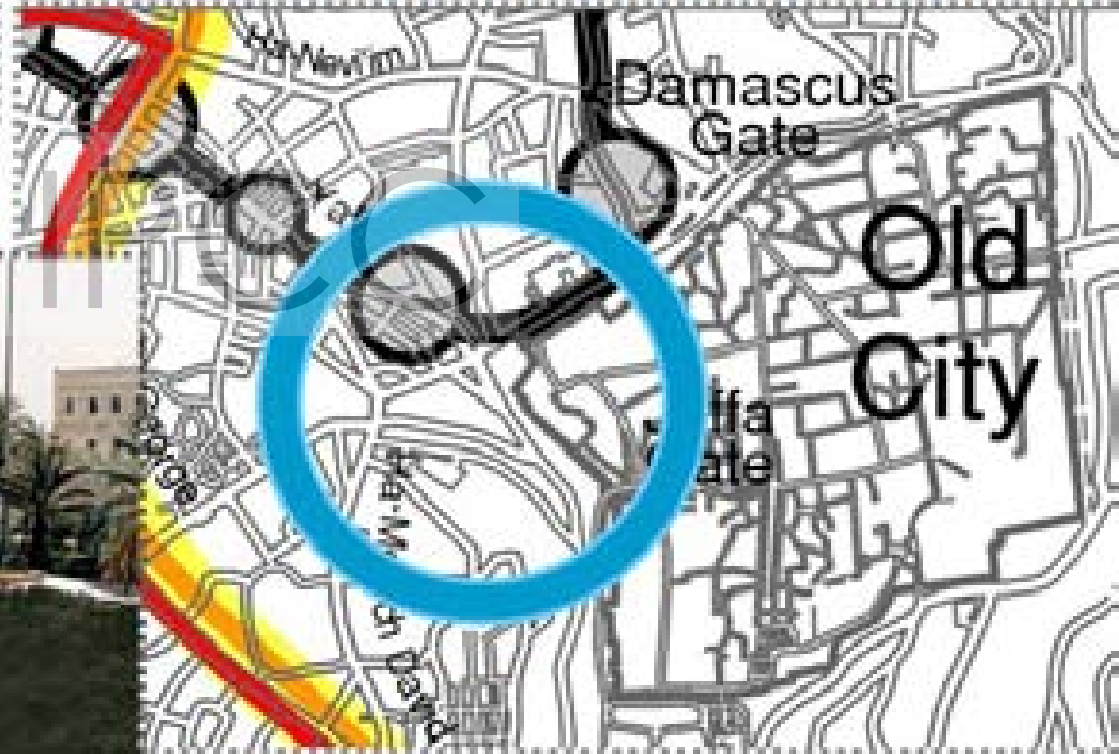


- Railway infrastructure placement
- Street reduction

FUTURE PLAN FOR CENTRAL BUS STATION in EAST JERUSALEM



NEW-JAFFA GATE AREA

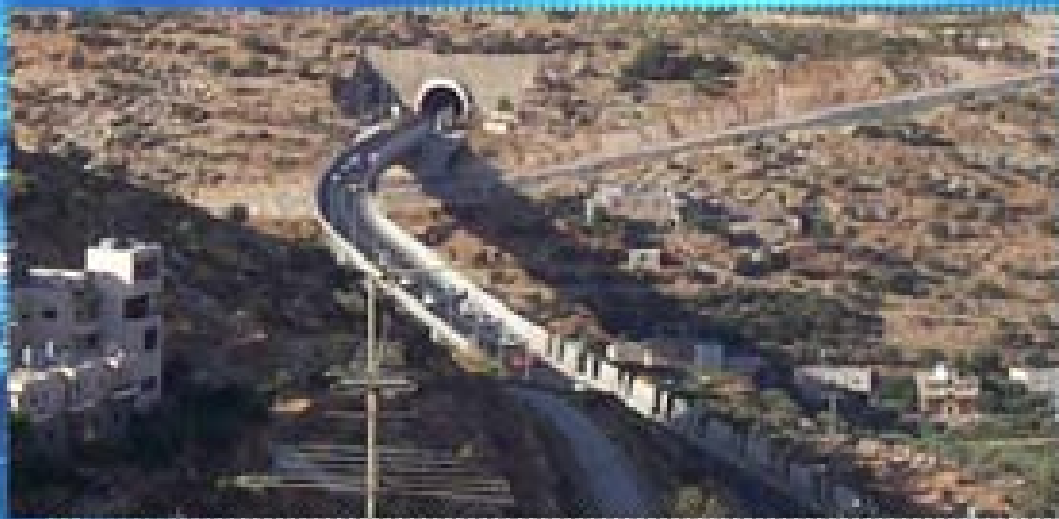




Jaffa Gate: Square and the underground tunnel

The project includes a tunnel extending from the Damascus Gate to the Jaffa Gate, underneath the Square, to relieve vehicular traffic between the northern and southern parts of the city, leaving the aboveground level along the Street free for the LRT, which will operate along the Old City walls.

Above the tunnel, a plaza will be built, it is still to be planned by architect Moshe Safdie and will include a small amphitheater



East City Entrance

The entrance to the city for those coming from the Jordan Valley and Ma'aleh Adumim via the Mt. Scopus Road.



The control and maintenance center and the commercial and employment center have not been started yet



West City Entrance

The entrance to the city for those coming from Tel Aviv and the North via Atarot or Modi'in, located between Shu'fat and the French Hill

Construction is complete



The restructuring on the road stretching from Shu'fat to the French hill has been completed

Physical infrastructure has been changed to accommodate the railway

The street has been reduced from two lanes to one lane, to provide room for the passage of the train and for vehicle parking areas

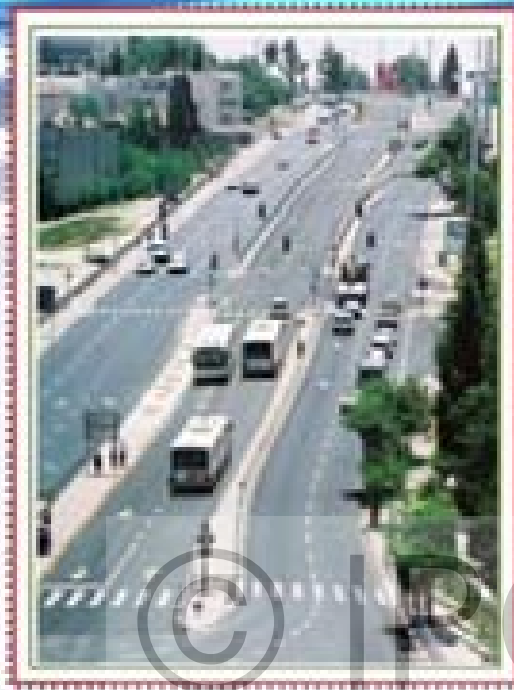


Parking areas have been set on both sides of the street. New amenities have been placed (ex: bus stops, garbage cans, etc.)

Replacements and maintenance in the area (ex: replacement of railings in houses and in the streets)

Archeological sites revealed while excavating have been closed down

Main Park and Ride construction underway



Restructuring almost completed in Hebron Street

Infrastructure changed to suit the Railway and the intersection with the Bus route
Bus route (Blue) already in use



Restructuring underway in Jaffa Road

Evacuations and widening streets in Jaffa Road, some 180 properties were evacuated. Infrastructure is being changed to suit the railway route

Jaffa Street will serve both LRT and pedestrians, no other vehicles

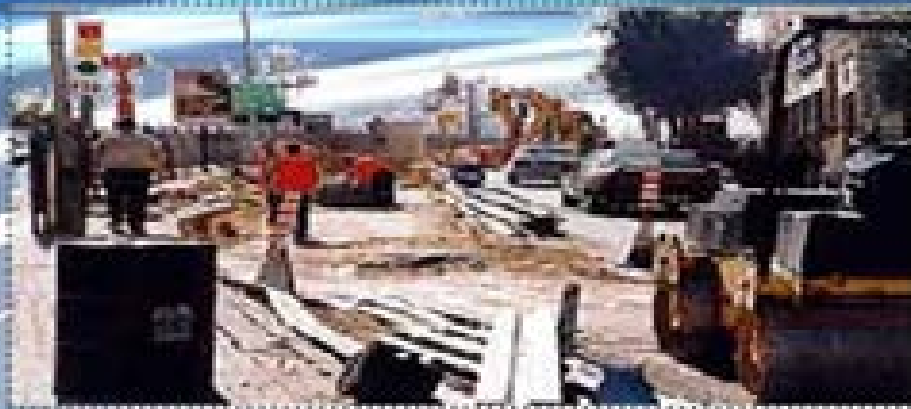


The restructuring is commencing in Herzl and Rahavia

Street sizes are being reduced

Physical infrastructure is being changed

Maintenance and replacements where needed



The restructuring is commencing in the Settlement of Pizgat Ze'ev





The District Construction and Planning Committee has approved construction of "The Bridge of Strings" on which the LRT will run between Jaffa Road and Herzl Blvd, above the junction at the entrance to the city.

The bridge, which will serve as the main gateway into the city, was designed by the Spanish architect Santiago Calatrava.

At 360 meters long, the bridge will be built on concrete supports covered in Jerusalem stone, above which will be a hanging steel and glass structure. The bridge will be supported by steel filaments connected to a narrow tower 118 meters high, avoiding the need for massive concrete support columns. Alongside the LRT track, there will be a protected pedestrian walkway. A plaza will be built beneath the bridge.



	2005	2006	2007	2008
	Jaffa & New Gate areas, the opening of the square	Manufacturing of the railway carts in France	Arrival of the first Light railway carts	Testing out of 46 train carts & operation system
	Construction of Transportation system on Hebron Street Bus routes	Initiation of the Bus system on Hebron Street (Blue route)	Finalizing of the railway tracks construction	Conclusion of the safety system
	Construction of the West Bridge	Commencement of the Operation Center in Shu'fat	Finalizing of pedestrian area & Park and Ride in Jaffa Street area	Commencing with the training of the railway operators
	Placement of the railway tracks		Finalizing the New Gate Western Bridge	Final testing of the railways, operating and safety systems

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THE END.