

WELCOME!

112 Avenue Reconstruction

Public Meeting

January 29, 2013

Please take a comment form, visit the stations around the room to view the recommended option and talk to members of the Project Team. Please drop your completed comment form in the basket by the door before you leave.

There will be a presentation at 4:30 p.m. that will be repeated again at 6:30 p.m.

Thank you!

BACKGROUND

The City of Edmonton is planning to reconstruct 112 Avenue between 50 and 68 Streets. A traffic lane reduction is being considered as part of the reconstruction project.

The reconstruction of the arterial road involves the complete replacement of the roadway, curbs, gutters, streetlights and sidewalks.

In 2006/07, a study was conducted to review the potential of reducing the number of lanes along 112 Avenue between 50 and 68 Streets. Direction was given by Council in 2007 to review the lane reduction concept with stakeholders before future work to reconstruct 112 Avenue began.

PUBLIC NOTICE

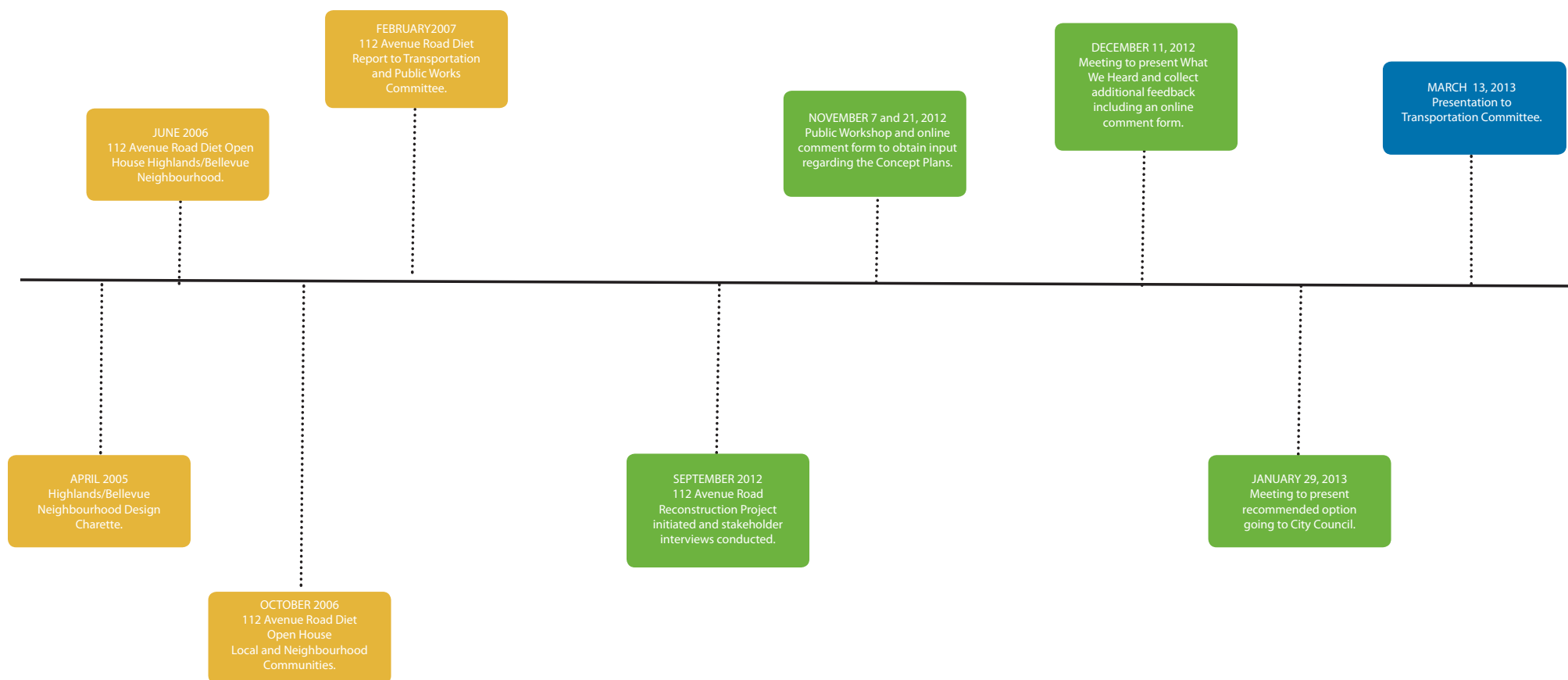
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112 AVENUE PROJECT TIMELINE



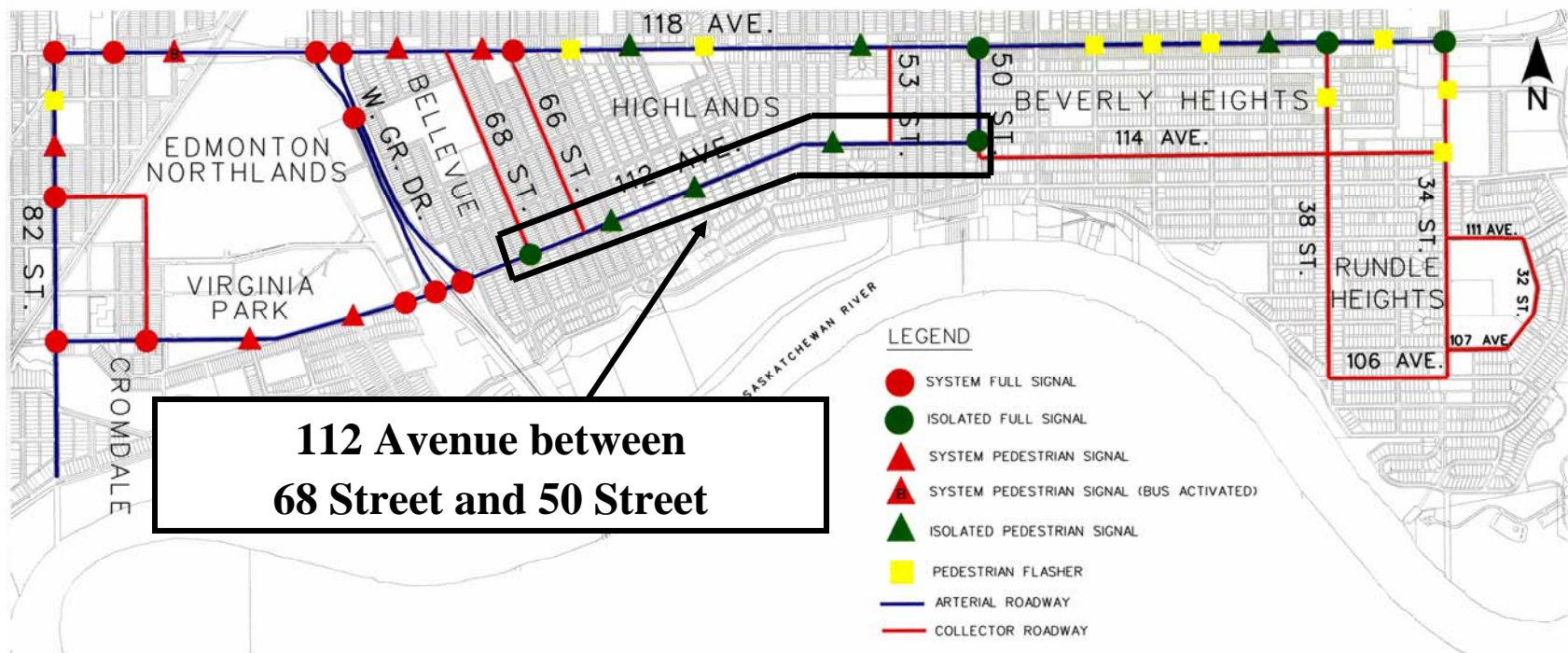
Meeting Purpose

- Provide project background
- Present the option that will be recommended to City Council for the 112 Avenue reconstruction
- Explain the rationale used to determine the recommended option
- Provide clarity before presenting to City Council

Background

- In 2007, Council directed administration to review the lane reduction concept with stakeholders before future work to reconstruct 112 Avenue
- The reconstruction of 112 Avenue between 50 Street and 68 Street is planned for 2014
- Concept Plan considers:
 - Roadway Cross-sections
 - Traffic Circulation
 - Aesthetic Treatments

Corridor Background

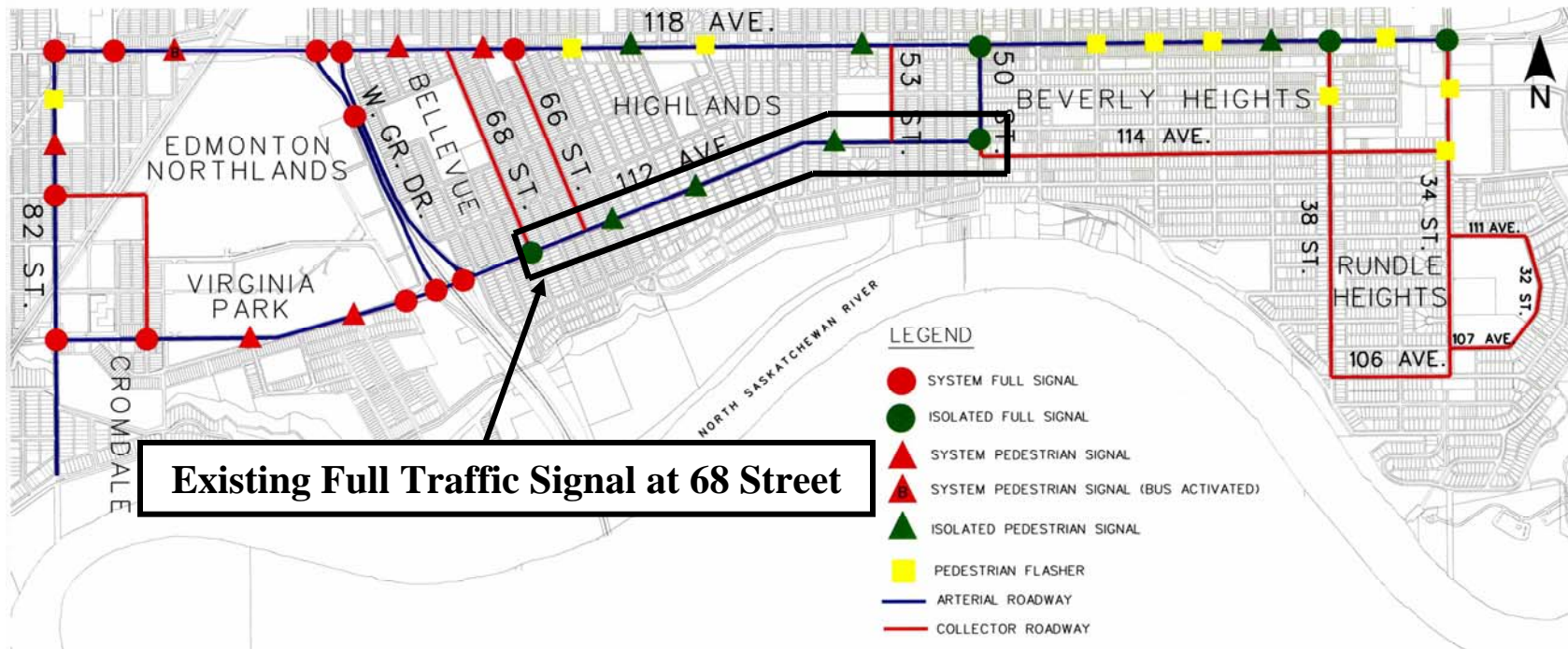


Corridor Background

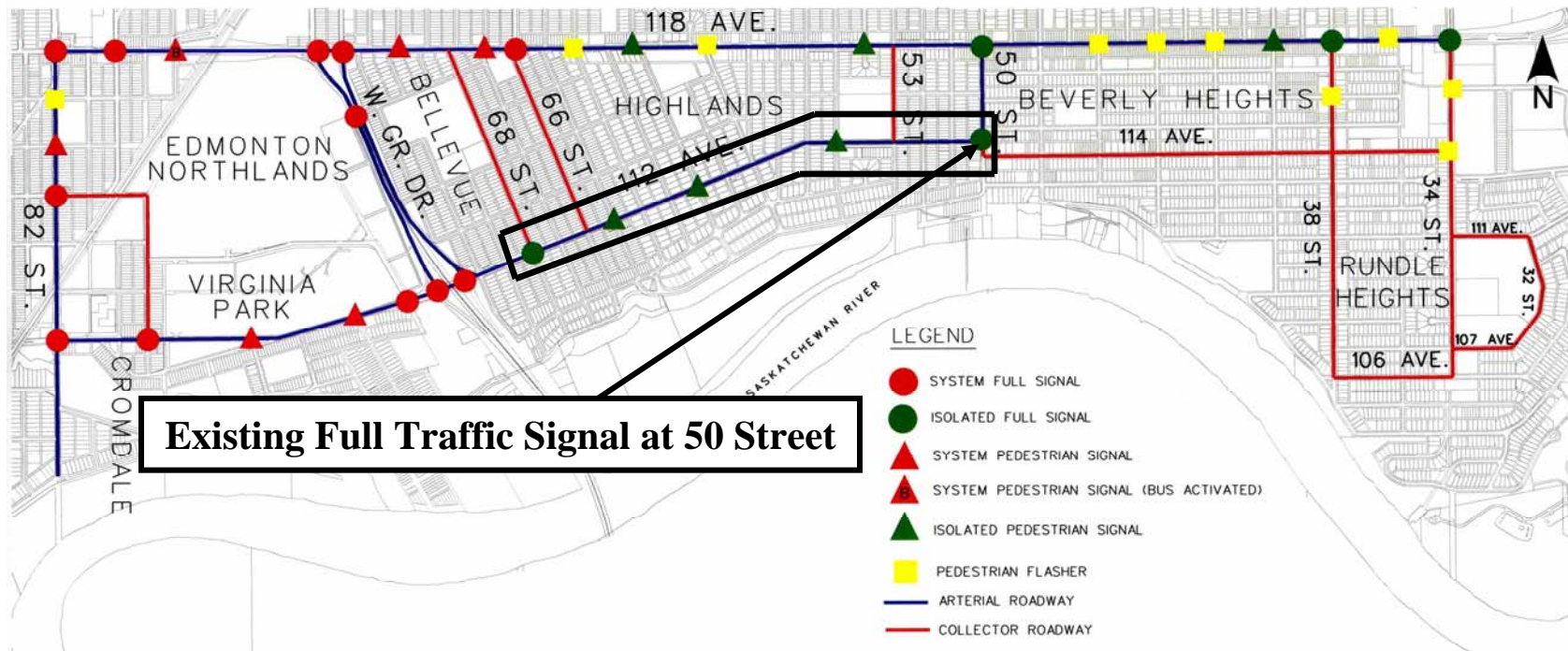
- 112 Avenue between 68 Street and 50 Street:
 - Arterial Road
 - 4 lanes (2 in each direction)
 - 2 blocks of commercial businesses
 - 50 km/h speed limit



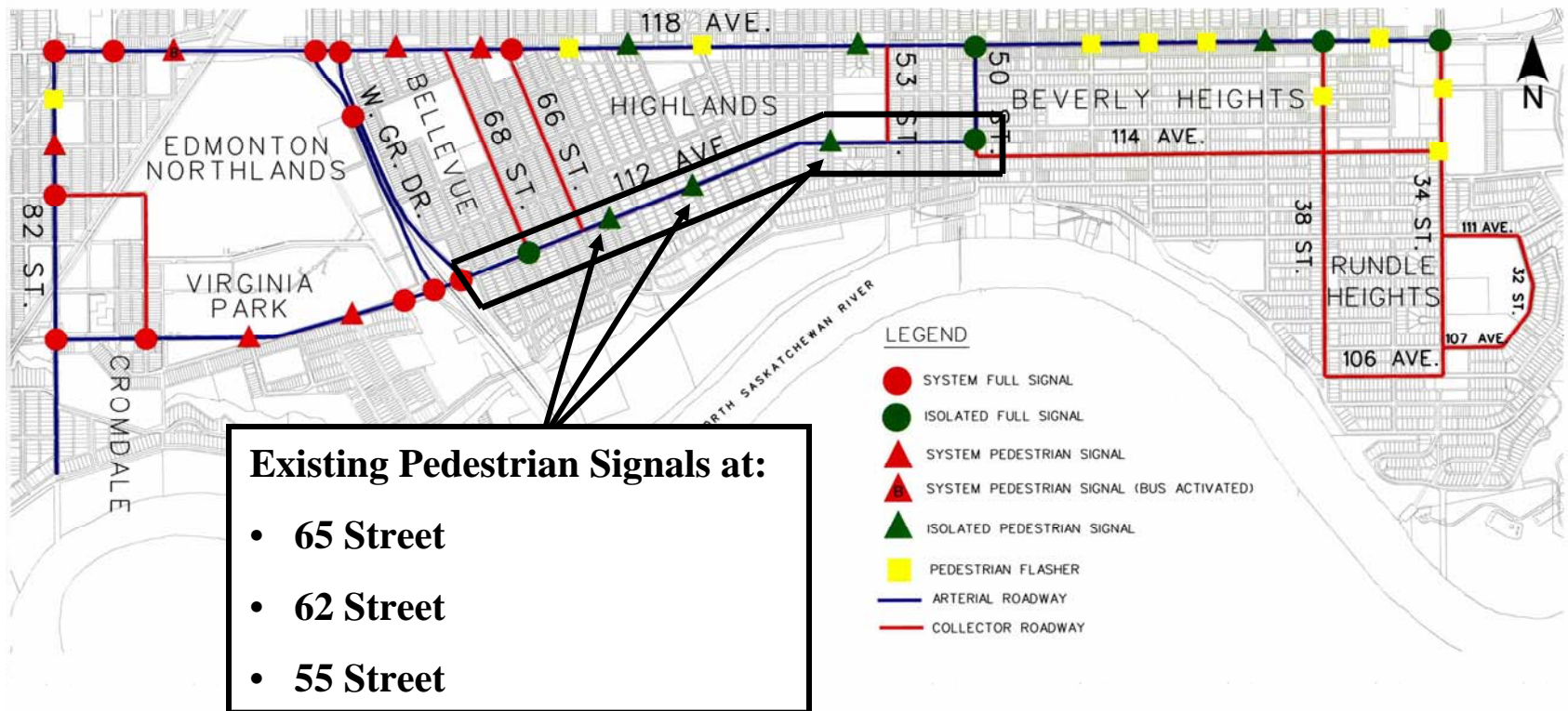
Corridor Background



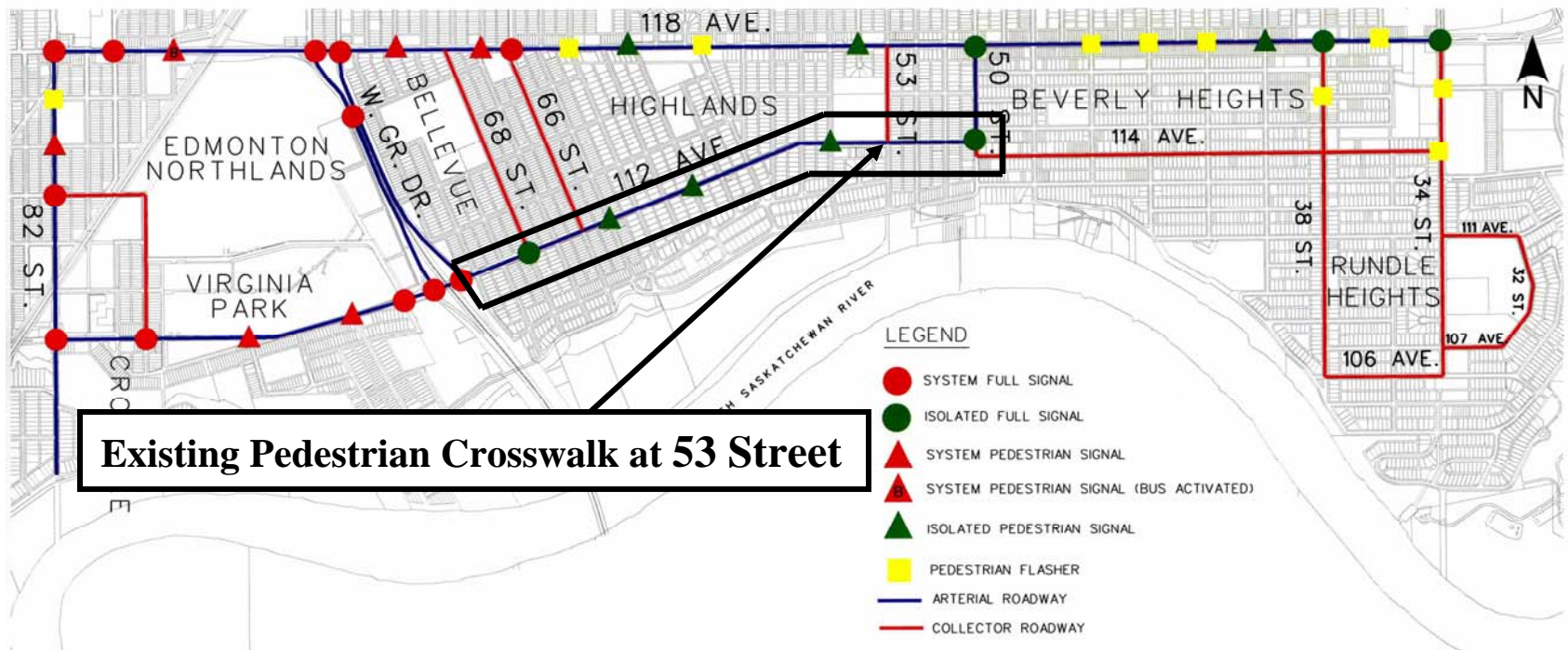
Corridor Background



Corridor Background



Corridor Background



Corridor Background

➤ Speed Survey Results:

Location		Average Speed (km/h)	85th Percentile Speed (km/h)
West of 53 Street		55	63
West of 64 Street		54	61
West of 69 Street		53	61

Corridor Background

- Daily Traffic Volumes (June 2012)
 - West of 53 Street: 12,600 vehicles
 - West of 64 Street: 14,700 vehicles
 - West of 69 Street: 18,400 vehicles

- Collisions (Jan 2007 to Sept 2012)
 - 117 collisions were reported along 112 Avenue, including 2 pedestrian collisions

What We Heard

- 480 participants took part in the Online Survey, two Community Workshops and Drop-in Session
- Participants Representing:
 - Highlands Community (60%)
 - Adjacent Communities (32%)
 - Other Areas of the City (8%)
- The majority of respondents (96%) use 112 Avenue on a regular basis

Public Involvement Process

- Community Workshop on November 7, 2012
- Community Workshop on November 21, 2012
- Online Survey
- Drop-in Session on December 11, 2012
- Information Session on January 29, 2013

What We Heard – November 2012

- Important Corridor Factors to Consider:
 - **Pedestrian Safety** identified as the most important factor
 - **Improved Walkability, Smooth Traffic Flow, and Residential Access** ranked in the top five of each survey
 - **Reduced Travel Times, Commercial Area Enhancements, and Aesthetics** ranked the lowest

What We Heard – November 2012

➤ Important Corridor Elements to Include:

- **Green Spaces** and **Street Side Tree/Shrub Plantings** were most strongly supported
- **Reduced Number of Traffic Lanes, Left Turn Lane, Decorative Streetlights** and **Community Signage** were supported by just under half of respondents
- **Wider Sidewalks, Wider Boulevards, On-Street Parking** and **Street Furniture** were almost evenly split in the level of support and non-support

What We Heard – December 2012

- Top Three Elements Defining Walkability:
 - Wider Sidewalks
 - Good access to controlled crossings of 112 Avenue
 - Good buffer between sidewalk and street

- Most appropriate area for Enhanced Landscaping:
 - 68 Street to 62 Street, including the Commercial Area

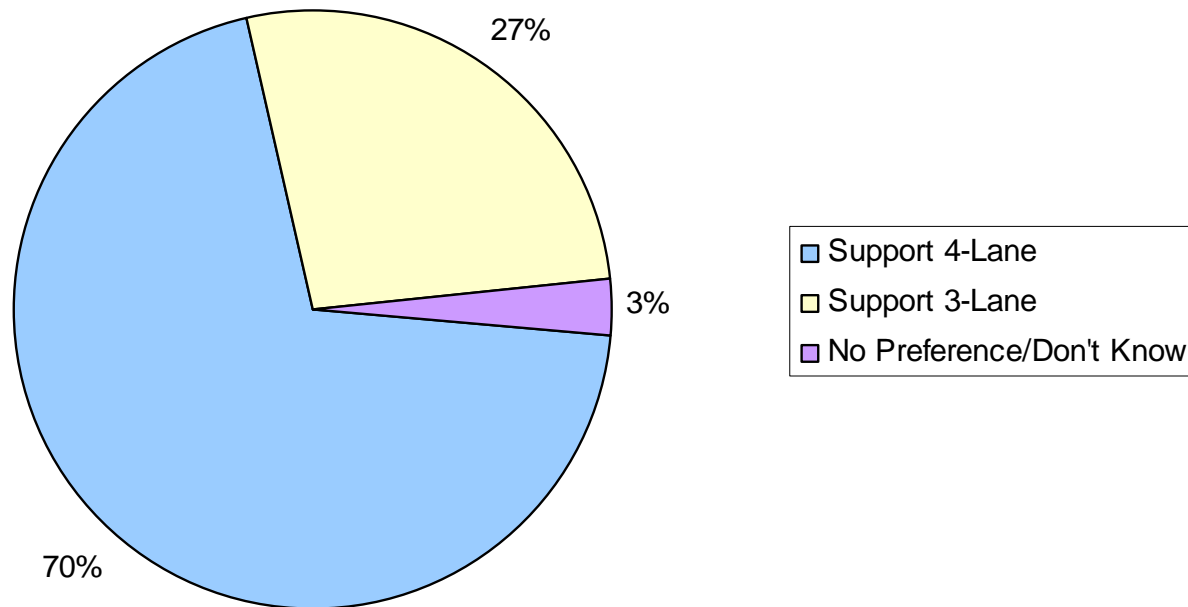
What We Heard – December 2012

- Most important factors to consider:
 - Maintaining the lowest travel time along 112 Avenue
 - Reducing potential neighbourhood shortcutting
 - Walkability along 112 Avenue

- Importance of bus bays to Success of Three-Lane Concept:
 - 56% of respondents feel the provision of bus bays are somewhat or very important to the success of the Three-Lane Concept

What We Heard – January 2013

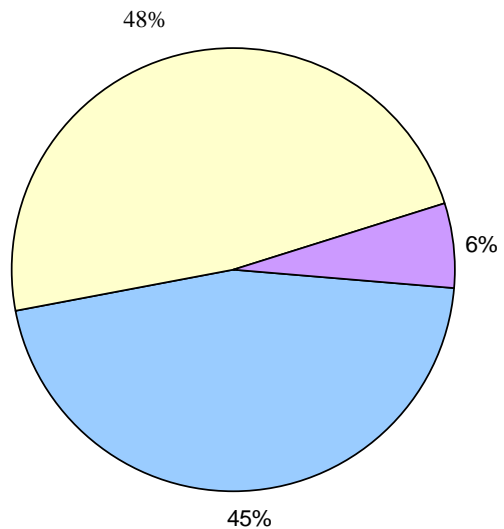
➤ Overall:



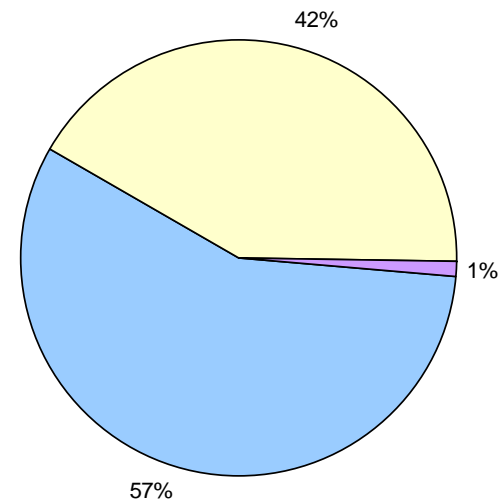
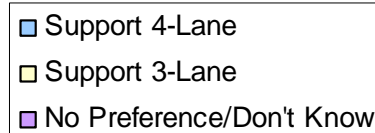
Telephone Poll January 2013

What We Heard – January 2013

➤ Local Neighbourhood Support:



Highlands

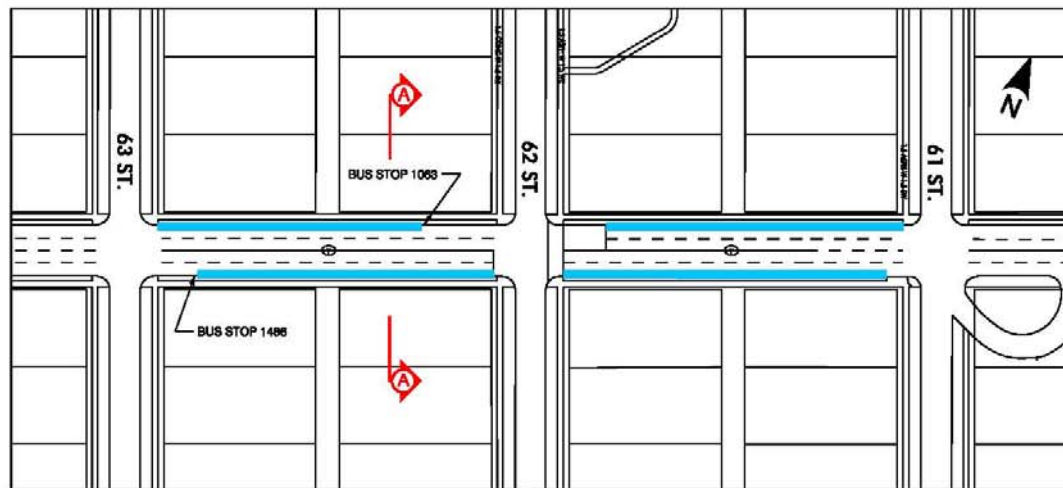


Bellevue

Telephone Poll January 2013

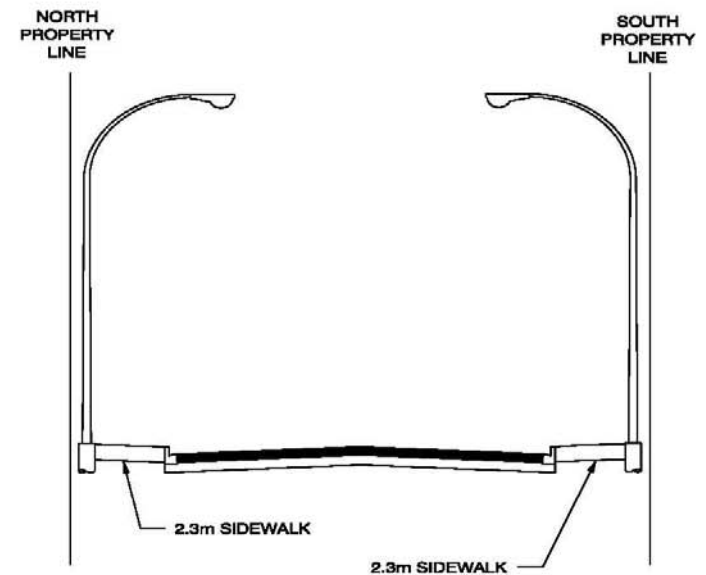
Concept Plan 1: Four-Lane Roadway

112 AVENUE, 50-68 STREET 4 LANE RESIDENTIAL AREA CONCEPT PLAN



LEGEND:

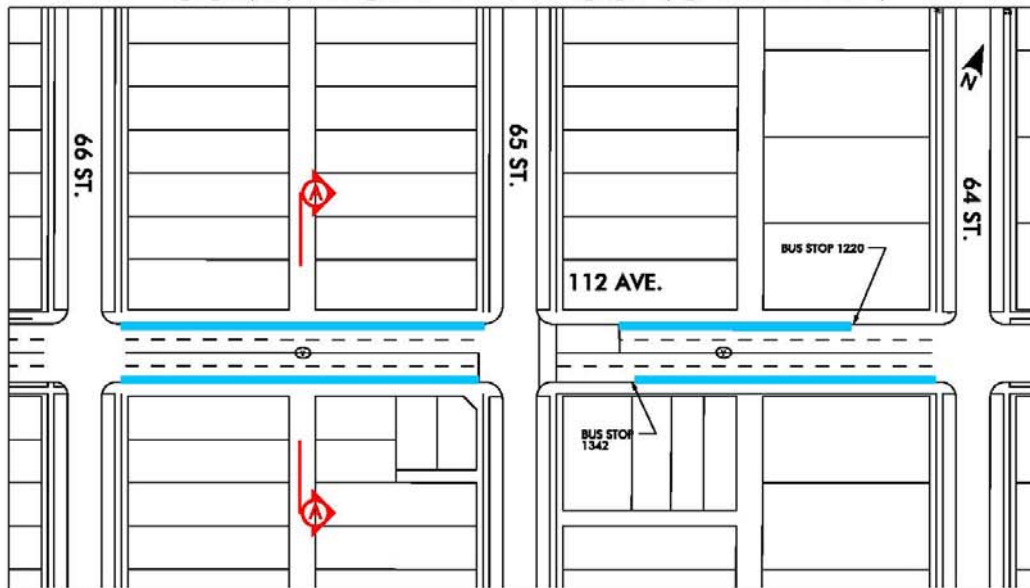
 PARKING DURING OFF-PEAK TIMES ONLY



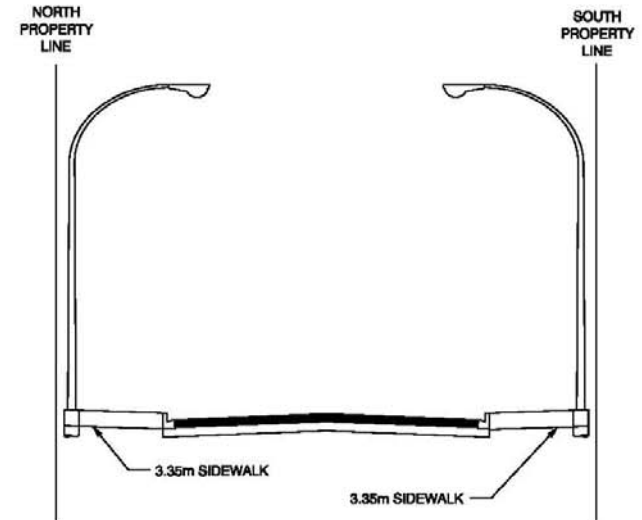
SECTION A-A

Concept Plan 1: Four-Lane Roadway

112 AVENUE, 50-68 STREET 4 LANE COMMERCIAL AREA CONCEPT PLAN



LEGEND:
PARKING DURING OFF-PEAK TIMES ONLY



SECTION A-A

Four-Lane Concept Plan Rationale

➤ Pedestrian Safety

- Provides safe crossing opportunities at key locations
- History of low collision activity
- Vehicle speeds will continue to be monitored and enforced as necessary

➤ Walkability

- Increases sidewalk widths and provides good access to controlled pedestrian crossings

Four-Lane Concept Plan Rationale

➤ Transportation Master Plan Goals

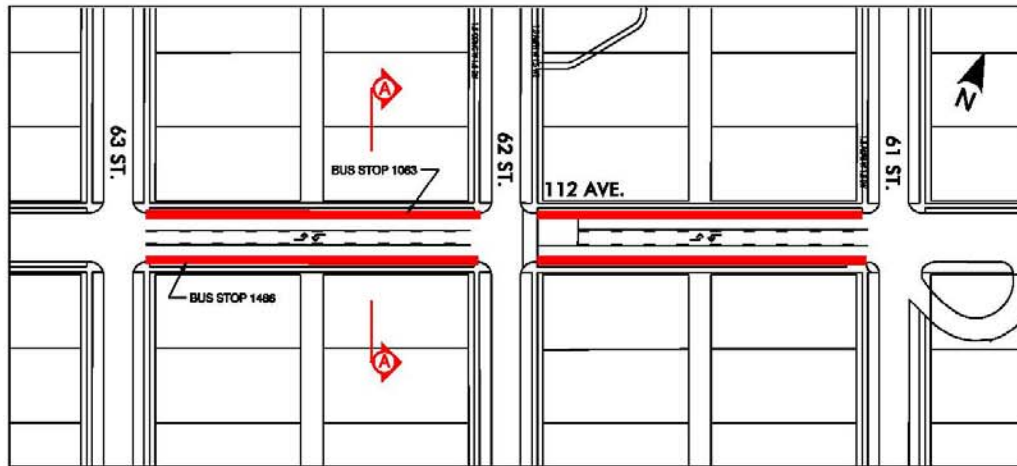
- Addresses the City's long term goals of supporting public transportation and active transportation modes
- Provides the capacity to accommodate smooth traffic flow and support residential access

Three-Lane Concept Plan Concerns

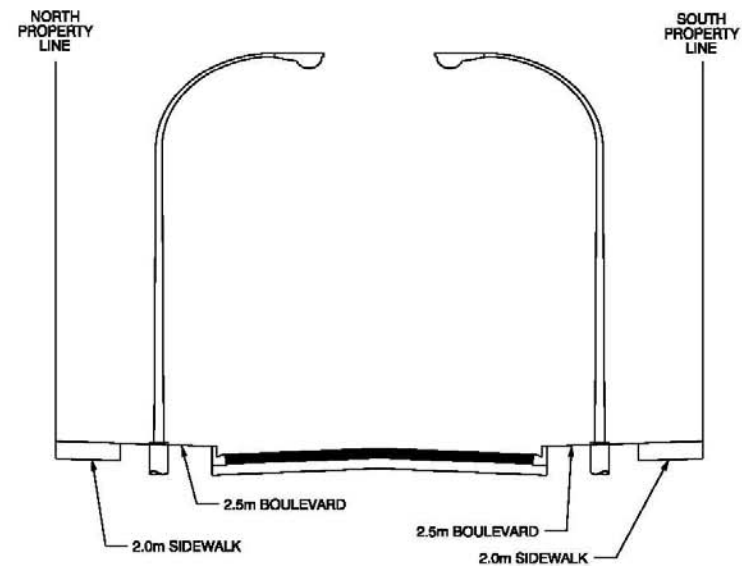
- Unable to provide bus bays along 112 Avenue
- Potential neighbourhood shortcutting associated with a lane reduction

Concept Plan 2 - Three Lane Roadway

112 AVENUE, 50-68 STREET 3 LANE RESIDENTIAL AREA CONCEPT PLAN



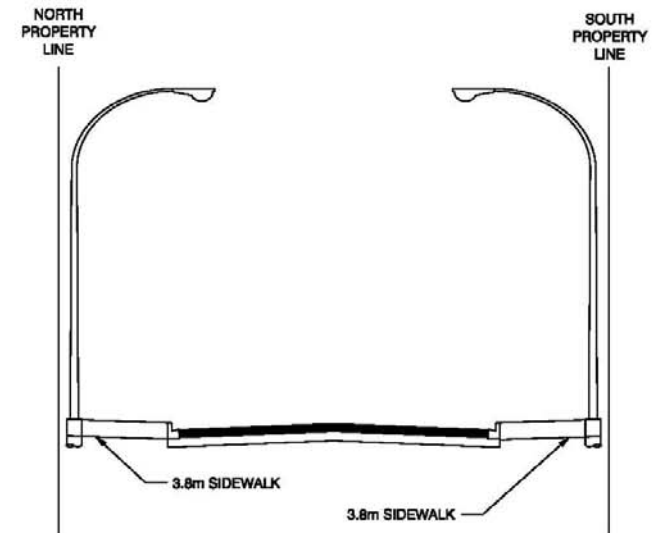
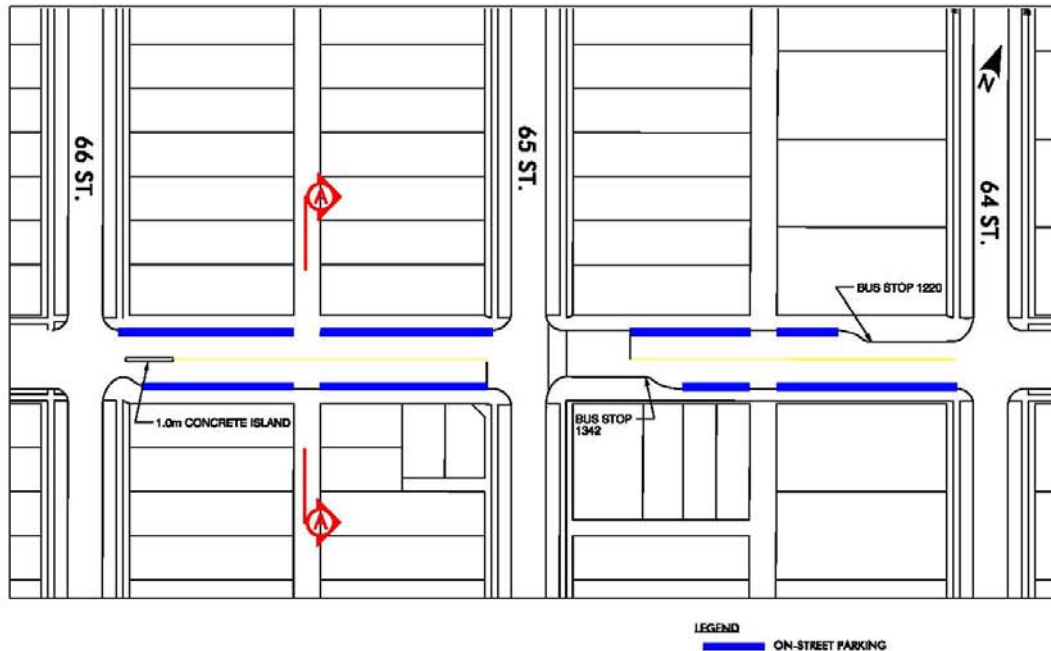
LEGEND:
NO PARKING



SECTION A-A

Concept Plan 2 - Three Lane Roadway

112 AVENUE, 50-68 STREET 3 LANE COMMERCIAL AREA CONCEPT PLAN

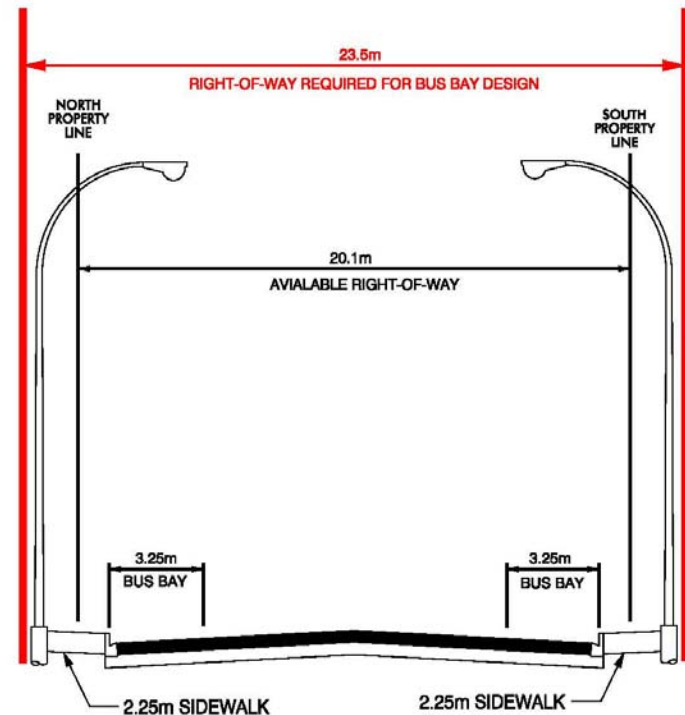
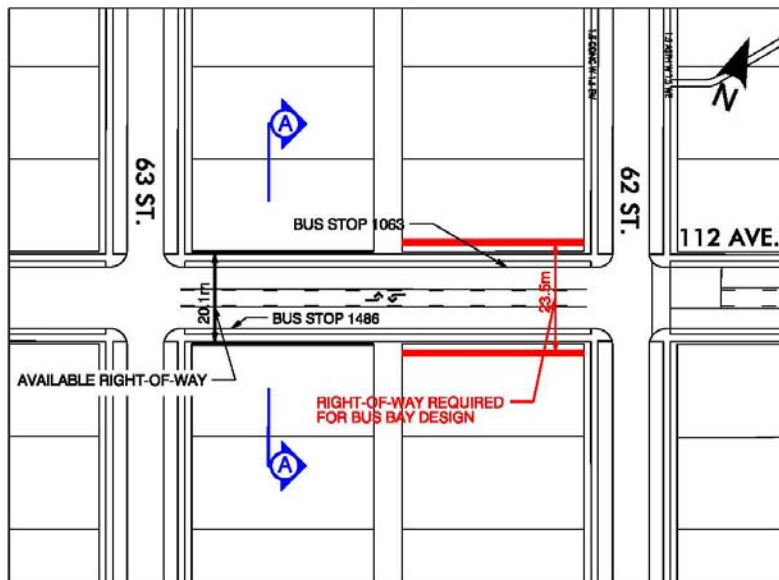


SECTION A-A

- Left Turn Bans to be considered as part of Concept Plan

Response to What We Heard

112 AVENUE, 50-68 STREET 3 LANE RESIDENTIAL AREA CONCEPT PLAN



SECTION A-A

- 2.25m sidewalk required for the deployment of Handicap Ramp on buses

112 Avenue Traffic Simulation (73 to 50 Street)

Travel Time (minutes) Comparison

	EB Direction		WB Direction	
	4 Lane	3 Lane	4 Lane	3 Lane
AM Peak Hour	3.81	4.34	4.38	5.90
PM Peak Hour	5.02	5.53	4.03	4.26

Level of Service

	EB Direction		WB Direction	
	4 Lane	3 Lane	4 Lane	3 Lane
AM Peak Hour	B	B	C	D
PM Peak Hour	C	C	B	B

 Peak Direction

- Vehicles may shift by motorists finding an alternate route or by traveling during a different time of the day
 - AM Peak Hour: 100 to 110 vehicles (5% to 10% shift)
 - PM Peak Hour: 200 to 220 vehicles (8% to 12% shift)

Level of Service

➤ Level of Service B

- Characterized by light congestion
- Motorists are generally able to maintain desired speeds

➤ Level of Service C

- Represents moderate traffic congestion
- Average vehicle speeds continue to be near the motorists' desired speed
- Lane change maneuvers on four lane roads increase to maintain desired speed
- Turning traffic and slow vehicles begin to have an adverse impact on traffic flows
- Occasionally, motorists do not clear traffic signals on the first green phase

➤ Level of Service D

- Characterized by traffic congestion
- Average vehicle speeds decreasing below the motorists' desired speed
- Multiple cars must wait through more than one green phase at a traffic signal
- Side street access onto the road becomes more difficult due to a reduction in available gaps