



# 90 AVENUE RECONSTRUCTION PLANNING STUDY - PROJECT UPDATE

JULY 2014

## ABOUT THE PROJECT

90 Avenue serves as an important commuter and goods movement corridor, which carries significant traffic flow from 75 Street to the downtown. In preparation for the roadway reconstruction scheduled for 2015, City staff have developed a concept plan for 90 Avenue from 75 Street to 85 Street.

## PUBLIC INVOLVEMENT

A public involvement process was implemented as part of the concept planning study to help the project team better understand the transportation needs of this corridor.

Feedback from public involvement is a key factor in the decision making process. The public's input is balanced against technical considerations, policy and funding to develop a recommended concept plan.

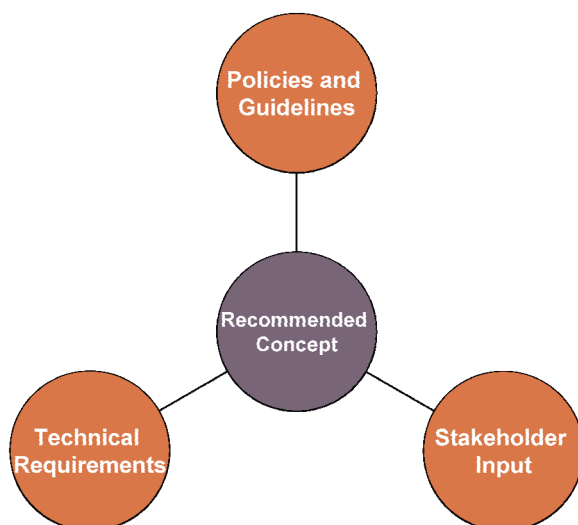
Throughout April to June 2014, the project team collected feedback from local property owners and organizations as well as road users via telephone calls and emails.

An Open House was held at Vimy Ridge Academy on May 22, 2014 to present two draft concept plans, followed by an online survey available until June 5, 2014.

The following statistics outline the response results of the public involvement process:

- 11 individuals contacted the project team directly via telephone calls and emails
- 73 individuals attended the Open House
- 50 individuals completed the project survey either during the Open House or online

All of the concerns and comments gathered during the study period were considered to develop one recommended concept plan.





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## RECOMMENDED CONCEPT PLAN

The recommended concept plan for 90 Avenue can be viewed online at [Edmonton.ca/roadplans](http://Edmonton.ca/roadplans), click on the 90 Avenue - Reconstruction tab in the left navigation to view the web page.

The table below outlines the project team's responses to common concerns heard during the public involvement process as well as key points in the plan.

### Pedestrian & Cyclist Accommodation

Items	Update on Concept Plan/ Response to Public Concerns
Shared Use Path	<p>The 3.0 meter shared use path along the north side of 90 Avenue gained over 90% support from respondents.</p> <ul style="list-style-type: none"><li>The shared use path will be realigned to reduce impacts on existing trees in the boulevard, addressing a concern from many respondents to keep existing trees.</li></ul>
Bike Connection via Alley West of 75 Street	<p>Approximately 68% of the respondents supported designating the alley around the commercial site west of 75 Street as an on-street bike facility. It will be the final piece to connect the shared use path from the service road east of 85 Street to the 75 Street service road. In response to stakeholders' comments:</p> <ul style="list-style-type: none"><li>Although a more direct connection across 75 Street would be to extend the 3.0 m shared use path between the commercial site and the 90 Avenue roadway, there is not enough road right-of-way. Use of the narrower sidewalk by cyclists will be permitted for those wishing to cross at the 75 Street intersection.</li><li>Street lighting will be provided in this portion of the alley.</li><li>The volume and speed of vehicular traffic in this portion of the alley is expected to be low. City bylaw requires a maximum auto speed limit of 20 km/h in an alley. The City made a similar connection in the Pleasantview neighbourhood with no reported problems.</li></ul>
Crosswalk	<p><b>Crosswalk with pedestrian actuated signal</b></p> <ul style="list-style-type: none"><li>This mid-block crossing next to the westerly access to Vimy Ridge Academy will be relocated approximately 5 meters to the west, adding space and separation from the adjacent school access.</li><li>Signal timing will be adjusted to remove coordination with signals at 79 Street during non-peak times. This will not always ensure an immediate change of the signal to allow pedestrians to cross, however it should shorten average pedestrian waiting time.</li></ul>



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## Intersection & Roadway Operations

Items	Update on Concept Plan/ Response to Public Concerns
90 Avenue/ 75 Street Intersection	<p><b>Eastbound to southbound right turn island</b></p> <ul style="list-style-type: none"> <li>Approximately 72% of the respondents supported reconstructing this right-turn island to the current City standard.</li> <li>It will reduce the speed of vehicles making right turns and provide better line-of-sight to merge into traffic.</li> </ul> <p><b>Southbound to westbound right turn island</b></p> <ul style="list-style-type: none"> <li>Due to the proximity of the 75 Street service road access, the current City right turn standard is not feasible at this location.</li> <li>As an alternative, a simple right turn with a turn bay will be constructed.</li> </ul>
90 Avenue/ 79 Street Intersection	<p><b>Adding left turn lanes in the east-west direction has been explored</b></p> <ul style="list-style-type: none"> <li>A technical analysis shows only minimal improvement to traffic flow with the addition of left turn lanes during peak hours.</li> <li>Adding left turn lanes may make turning into the neighbourhood more appealing, increasing shortcutting traffic on local roads.</li> <li>The roadway widening and construction of left turn bays would require the removal of 5 to 7 mature trees.</li> <li>Bus stops on 79 Street would need to be relocated with the construction of left turn bays on 90 Avenue, however no viable alternative locations exist.</li> </ul> <p>For these reasons, the recommended plan will not include the construction of eastbound and westbound left turn bays at 79 Street.</p>
On-Street parking	<p>The project team considered on-street parking in the area during the concept planning study. Controlled parking on 90 Avenue exists, with the following parking limits:</p> <p>There is no parking signage on the south and north sides of 90 Avenue from the traffic circle to west of the existing bus stop adjacent to the Vimy Ridge Academy building (approximately 165 meter). After the bus stop, a 15 minute Passenger Loading Zone exists on the south side of the road to facilitate student drop-offs/pickups during weekdays. There is also an AM &amp; PM Peak Hour No Stopping Zone along the north and south sides of 90 Avenue, apart from the above mentioned no parking and loading zones. Overall, this allows evening parking in certain areas on 90 Avenue to alleviate non-resident on-street parking in the adjacent neighbourhoods. These parking zones were created by the City of Edmonton's parking management group in consultation with residents to address neighborhood parking concerns.</p> <p>Current traffic volumes in the evenings are low enough that 90 Avenue on-street parking does not impede traffic flow. The areas where on-street parking may cause safety concerns are currently signed "no parking". As a result, the concept plan has not made any changes to the current parking. Changes to these parking zones may be community-initiated with a request to Parking Management.</p>



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## Access

Items	Update on Concept Plan/ Response to Public Concerns
Left Turn Access to Commercial Site	<p>The owners and tenants of the Holyrood Shopping Centre were concerned about the proposed closure of the median to remove left turn access to the commercial site west of 75 Street. Also a relatively low percentage of respondents (approximately 55%) supported the median closure.</p> <p>As a result, the left turn access will remain open until the commercial site is redeveloped or when demonstrated safety concerns arise.</p>
Alley Access adjacent to 79 Street Intersection	<p>Bus stops on 79 Street, north and south of 90 Avenue, are currently too close to the intersection. When stopped, a portion of the bus is in the crosswalk, causing safety concerns for pedestrians and vehicular movement at the intersection. Relocation of the bus stop and amenities pads for BS#2421 and BS#2250 away from the intersection at 90 Avenue is recommended, and requires the closure of the west alley access north of 90 Avenue and east alley access south of 90 Avenue. Bollards will be placed to prevent vehicular traffic while maintaining pedestrian and cyclist access to the alleys. Alternative vehicular access in and out of the alleys is available.</p>

## Others

Items	Update on Concept Plan/ Response to Public Concerns
Valley Line LRT & Bonnie Doon Campus Park Renewal Project Coordination	<p>The project team had internal meetings with LRT Design &amp; Construction and Park &amp; Facility Development to ensure coordination between the projects.</p>

## WHAT'S NEXT

The completion of the 90 Avenue concept planning study will be followed by preliminary and detailed designs. Road reconstruction will take place in 2015.

## FIND OUT MORE

For additional information or to see the recommended plan, please

Visit: [www.edmonton.ca/roadplans](http://www.edmonton.ca/roadplans)

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