



MARK MESSIER TRAIL LONG-RANGE PLANNING STUDY

WELCOME

Mark Messier Trail Planning Study
137 Avenue to Anthony Henday Drive

December 5, 2013

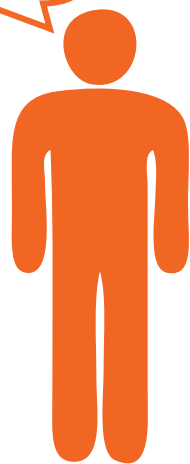




MARK MESSIER TRAIL LONG-RANGE PLANNING STUDY

MEETING PURPOSE

To gather your thoughts and ideas for Mark Messier Trail concept plans between 137 Avenue and Anthony Henday Drive.



Have Your Say!

Please respond to the questionnaire
to share your input



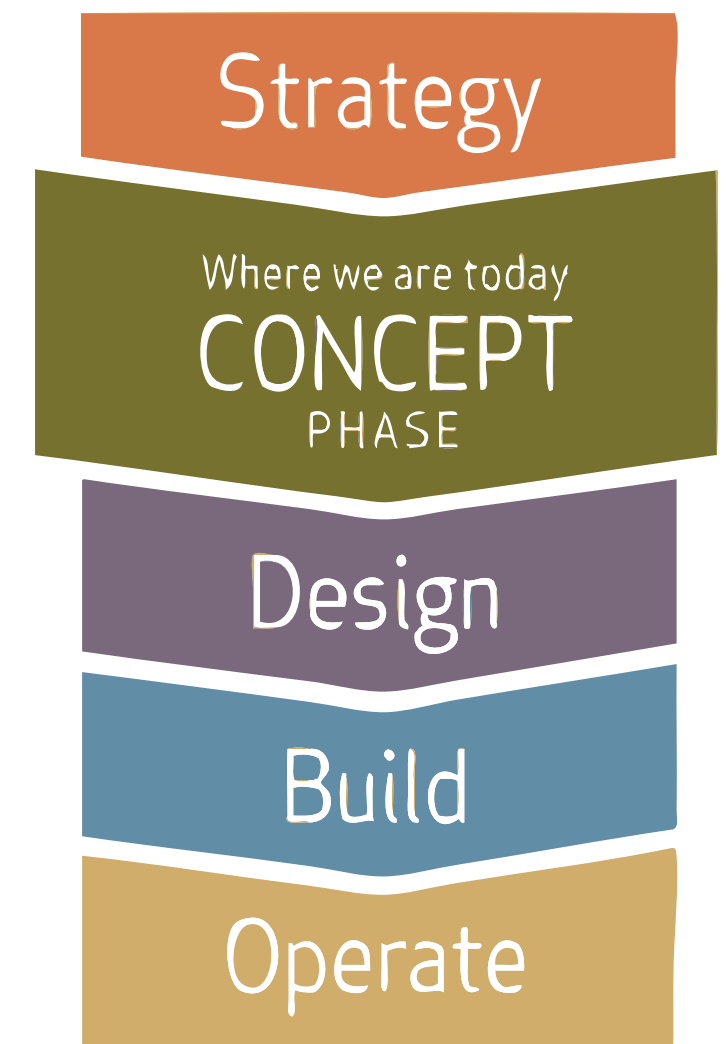
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PROJECT PURPOSE

The purpose of this study is to develop a concept plan for Mark Messier Trail between 137 Avenue and Anthony Henday Drive to accommodate future needs of this corridor. This is a planning study; there is no start date to begin construction to upgrade Mark Messier Trail.

Mark Messier Trail requires upgrades to:

- Accommodate future traffic growth
- Improve connection to 137 Avenue
- Address access requirements for existing and future development
- Improve connections for pedestrians and cyclists
- Provide roadway drainage facilities





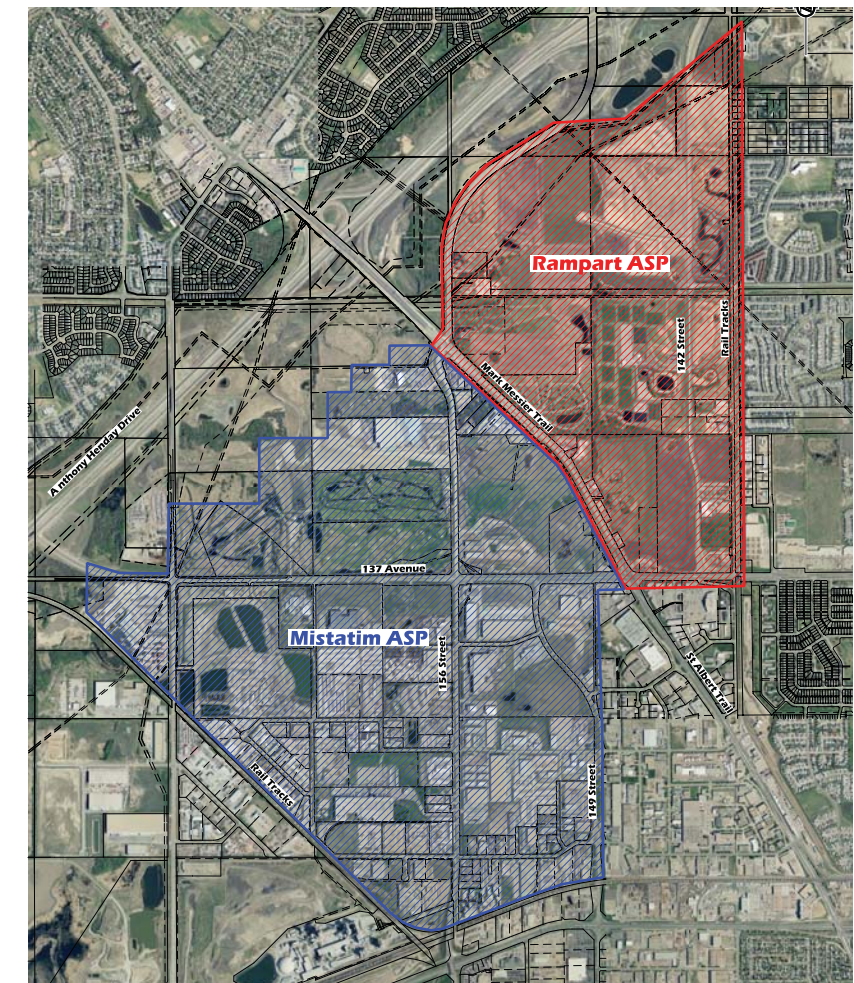
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FUTURE LAND USE AND DEVELOPMENT

The Rampart and Mistatim Industrial Area Structure Plans (ASP):

- Outline how developed and undeveloped industrial land will evolve through:
 - Land use and allocation
 - Environmental features
 - Infrastructure requirements
 - Development timing
- Incorporate transportation requirements such as:
 - Transportation network connections
 - Pedestrian and cyclist links
 - Transit access

Access to these areas will require an extra link to Mark Messier Trail via a new 143 Avenue connection.





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TRAFFIC VOLUMES AND COMPOSITION

Mark Messier Trail serves as both an important commuter corridor and a goods movement route.

Currently, traffic volumes along Mark Messier Trail exceed 35,000 vehicles per day. Traffic is expected to increase to over 55,000 vehicles per day with future development and growth in the area.



Passenger vehicles: 95%



Large Trucks: 4%



Bus / RV: 1%



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KEY ISSUES AND CONSTRAINTS

- Major intersection operations
- Access to business areas
- Pedestrian and cyclist accommodation
- Access to public transportation



Have
Your Say



Have Your Say!

Please respond to the questionnaire to
provide your thoughts on these key issues

137 AVENUE JUG HANDLE

The purpose of a jug handle is to redirect left turning vehicles away from a busy intersection to improve operations and decrease delay.

Several options exist for which turning movements can be removed, which will be tested using traffic analysis software before a recommendation is made.



Remove left turns from
137 Avenue



Remove left turns from
Mark Messier Trail

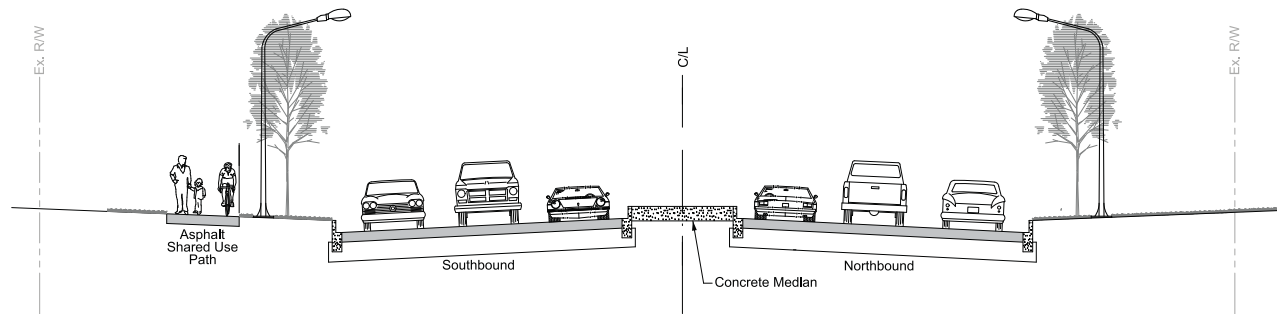


Remove all left turns from
intersection

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CORRIDOR OPTION 1

Cross section looking north:



Concept features:

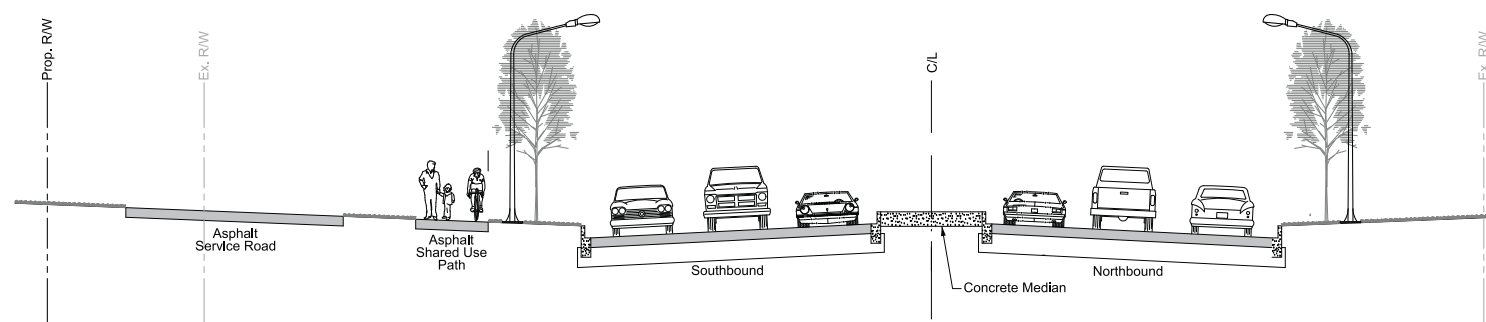
- 3 lanes in each direction
- Concrete median
- Shared used path
- Turning lanes at intersections and major accesses
- Direct access to established businesses

Please refer to large plan for details

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CORRIDOR OPTION 2

Cross section looking north:



Concept features:

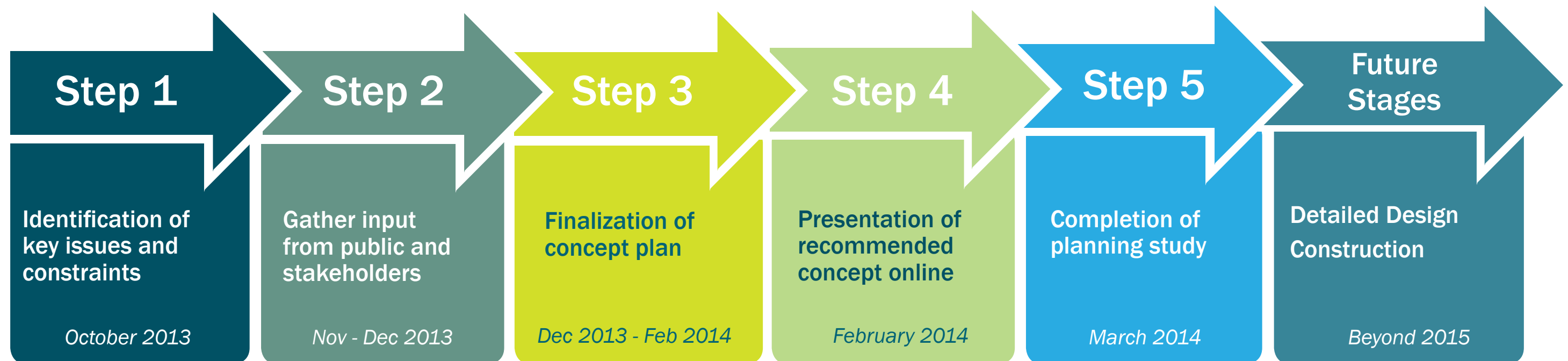
- 3 lanes in each direction
- Concrete median
- Shared use path
- Turning lanes at intersections
- Service roads for business access

Please refer to large plan for details



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PROJECT TIMELINE



Be sure to visit www.edmonton.ca/roadplans in February to view the final recommended plan!



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CONSTRUCTION TIMELINES

Construction of upgrades to Mark Messier Trail will be prioritized according to future development and redevelopment along the corridor.

There is no funding in place for construction of the upgrades to Mark Messier Trail.

This project is at the planning stage and therefore exact construction timelines are unknown



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THANK YOU

Tell us how we did!

Please complete a questionnaire or, if you prefer, take one to fill in and submit by December 21. Questionnaires are available online and can be submitted through mail, fax or email.

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