

**Edmonton Energy and Technology Park
Report Summary: Edmonton Energy and Technology Park Transportation Assessment (DRAFT)**

Edmonton Energy and Technology Park Transportation Assessment

Report date: May 2014
 Aug. 5, 2014 (Addendum)
 Consultant: ISL Engineering and Land Services (DRAFT)
 Commissioned by: The City of Edmonton
 Primary sector of interest: General Industry

Overview

Objectives of this study are to determine the amount of additional traffic industrial development would generate that can be accommodated with minimal improvements to the existing roadway network within the Edmonton Energy and Technology Park (EETP). The August 2014 report addendum updates various traffic volume and distribution data, applied over a 10-year period, assuming the inclusion of a 47-hectare (ha) industrial manufacturing development east of 66 Street and south of 195 Avenue (north of Anthony Henday Drive).

Conclusions

- All intersections along Highway 37 and Highway 28A will accommodate the increased traffic from a 47-ha development without requiring any improvements.*
- The intersection of 34 Street and 195 Avenue will operate well with an all-way stop.*

At 1,500 vehicles per hour (vph)

- The existing accesses into/out of the EETP can accommodate this traffic volume — or the development of about 38% of the rezoned area.*
 - Further road improvements would allow for 100% development of the rezoned area.*

At 2,000 vph

- The intersection of 66 Street/50Street and 195 Avenue will operate well with the installation of traffic signals. To improve the scenario, turning lanes are needed.*

At 2,500 vph

- At this traffic volume:
 - traffic at the intersection of 34 Street and Valour Avenue and 50 Street will experience congestion and delays,
 - traffic signals and a second westbound left turning lane will be needed at the intersection of 34 Street and 195 Avenue,*
- The existing road network can accommodate up to 281 hectares (ha) of land to be developed.
- With minimal improvements, the network could accommodate an additional 562 ha of development.

At 3,000 vph

- The 18 Street/Manning Drive intersection requires the addition of several turning lanes.*
- An eastbound left turning lane is required at the intersection of 34 Street and 195 Avenue.
- The following changes are required to avoid heavy traffic with significant wait times at traffic lights at the intersection of 50 Street and 195 Avenue:*
 - realigning 50 Street and 66 Street,
 - constructing a signalized intersection at the newly aligned 50 Street/66 Street, and
 - installing an all-way stop at the intersection of 34 Street/Valour Avenue.

Highlights

Major existing roadways

- Alberta Transportation's high load corridor along Highway 825 ends at the intersection of Highway 28A and Highway 37.*
- 66 Street, currently a two-lane unimproved rural roadway north of Highway 216; south of Highway 216, 66 Street is a two-lane unimproved rural roadway for about two kilometres where it changes to a two-lane improved urban arterial road at 167 Avenue. The street transitions to a four-lane cross-section just north of 158 Avenue.
- Valour Avenue, west of 66 Street is a rural highway with wider shoulders. It connects to 127 Avenue in Sturgeon County and 82 Street; 127 Street connects to Highway 216 and northwest Edmonton; 82 Street south of Valour Avenue is a two-lane rural road up to 167 Avenue where it becomes a four-lane cross-section.

Considered future alignments and upgrades

- It is expected that either 50 Street or 66 Street will be realigned sometime in the future.
- The 50 Street fly-over is expected to connect to 34 Street and onward into Edmonton.
- Traffic signals at Manning Drive and 18 Street are assumed as part of the existing roadway network to provide alternate access other than 66 Street to/from the area.

Existing highway access

- Connections to Highway 37 (all at grade): 50 Street, 34 Street, 18 Street and Meridian Street.
 - The intersection of 18 Street with Manning Drive is at grade. It has been constructed with left and right turning lanes, both northbound and southbound.
- Connection to Highway 216: 66 Street, currently a service interchange that includes left turn loop ramps and right turn off ramps for traffic exiting off Highway 216 to proceed northbound or southbound on 66 Street. On and off ramps are provided for traffic from 66 Street either eastbound or westbound.

* From EETP Transportation Assessment Addendum

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