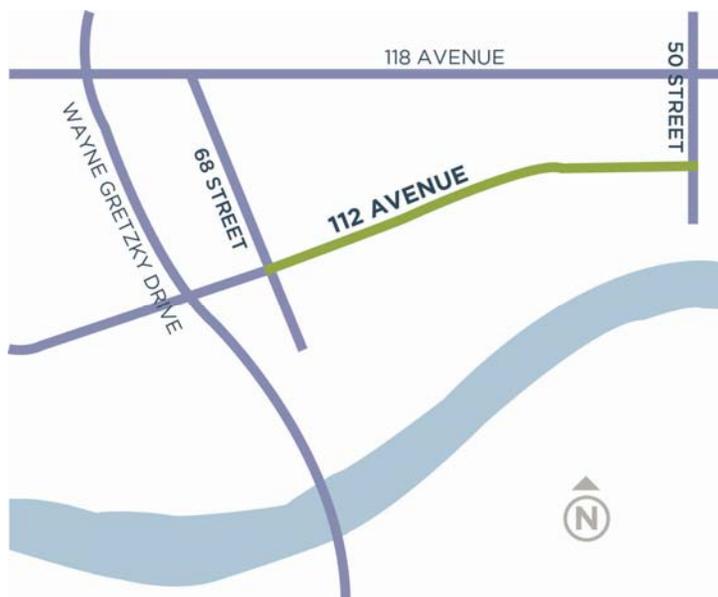# 112 AVENUE RECONSTRUCTION PROJECT

April 2013

About the Project

The City of Edmonton is planning to reconstruct 112 Avenue between 50 and 68 Streets in 2014.

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

Project Background

In 2006-2007, Transportation Services conducted a study to review the potential of reducing the number of lanes along 112 Avenue, between 50 and 68 Streets.

Following this study, Council directed the administration to review the lane reduction concept with stakeholders before future work to reconstruct 112 Avenue began.

A public involvement process was initiated in September 2012.

Public Involvement

As a key component of considering a potential lane reduction and developing a recommendation, the project team gathered public input from key stakeholders, user groups and the general public.

Public input was gathered on:
- Draft concepts
- Potential lane reduction impacts
- Key areas for aesthetic enhancements

The process included:
- Stakeholder interviews
- Two community workshops in November 2012
- An open house in December 2012
- A telephone poll in January 2013
- A final information session in January 2013 to present the recommended option

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What We Heard

Approximately 600 people attended the community meetings and completed the online comment forms. A telephone poll was also conducted in January 2013 with 900 respondents in the study area.

We heard the most important factors to consider include enhancing walkability and pedestrian safety along 112 Avenue, maintaining the lowest travel time, and reducing potential for neighbourhood shortcutting. Enhancing residential access is also important to many respondents.

Most respondents felt bus pullouts would be important if a traffic lane reduction was to succeed.

In the January 2013 telephone poll, results indicated that 70% of the population in the study area would prefer the reconstruction maintain the four-lane roadway configuration, while 27% indicated support for the three-lane option.

In the Highlands community, 45% of the respondents indicated support for the four-lane configuration, and 48% indicated support for the three-lane option. In the Bellevue community, the results indicated 57% of respondents support the four-lane configuration, and 42% support the three-lane option.

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City Council Decision

Presented with information from public input and technical analysis, City Council voted to proceed with the four-lane configuration when reconstructing 112 Avenue between 50 and 68 Streets.

This option provides safe pedestrian crossing at key locations and sidewalks will be widened.

This configuration also meets key goals in *The Way We Move* (Transportation Master Plan). This includes long-term support for public transportation and active transportation modes, as well as ensuring smooth traffic flow and residential access.

In addition, a review of the corridor found there was no physical room for bus pullouts.

Moving forward, the City will continue to monitor vehicle speeds and provide more enforcement if it is necessary.

Also, a public involvement process from July to September 2013 will solicit input from residents and stakeholders in the local area to define the aesthetic enhancements that will be included in the corridor.

Where We Are

The recommended four-lane reconstruction option was approved by the Transportation Committee of Council on March 13, 2013.

Design is targeted to occur in 2013, with construction planned for 2014.

Frequently Asked Questions

What is a "traffic lane reduction"?

A traffic lane reduction would include removing one or more traffic lanes. For this project, it would mean changing the configuration of 112 Avenue between 50 Street to 68 Street to include one lane in each direction with a common left-turn lane.

What is an arterial roadway?

An arterial roadway facilitates the movement of large volumes of traffic over longer distances, or from one part of the city to the other.

With the three-lane option, did you consider alternating direction for rush hour travel?

The traffic volumes along 112 Avenue do not justify the cost and associated infrastructure required to provide this treatment.

Were bus pullouts considered for the three-lane option?

Bus pullouts were considered as part of the three-lane option design. However, there is neither enough space for the bus pullout, nor sufficient sidewalk width to accommodate a bus ramp for persons with mobility disabilities.

Did you consider installing a bike lane on 112 Avenue?

Bike lanes were considered for 112 Avenue in the 2006-07 study, but they were not considered as part of this project. The City's Bicycle Transportation Plan included an extensive study that reviewed and determined where the City should best place on-street bike facilities. In this area, Ada Boulevard was identified by cyclists as the best bike route, as opposed to 112 Avenue.

What information is available about speeding issues on 112 Avenue?

Speed surveys were completed along 112 Avenue in 2012. The results of the three survey locations near 53 Street, 64 Street and 69 Street found that 85% of the drivers were operating at 63 km/hr or less (speed limit is 50 km/hr).

Photo radar has been re-established in the area, and efforts to monitor speed issues will continue as necessary.

Will the four-lane option accommodate walkability?

Yes, with this option the sidewalks will remain the same width however, they will be located closer to the property line to maximize boulevard space to allow for trees to be planted in the boulevard.

Will the four-lane option impact parking?

The existing parking locations and peak-hour restrictions will remain.

How will traffic flow be maintained during construction? How will construction impact the access to businesses? What about parking?

Construction stages and traffic accommodation will be determined when more engineering is completed in the next project phase.

For More Information

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