



WELCOME!

112 Avenue Reconstruction

Public Meeting

December 11, 2012

Please take a comment form, visit the stations around the room to view the Concept Plans 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 5p.m. that will be repeated again at 7p.m.

Thank you!

PROJECT PURPOSE

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. Your input will help City Council make an informed decision about the potential to reduce traffic lanes in the area and help project managers make informed decisions about design elements.

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

In November of 2012, you provided feedback on:

- Potential lane reduction and its impacts on vehicle and pedestrian traffic
- Aesthetic features and landscaping
- Draft concepts

PUBLIC NOTICE

The City of Edmonton and the organizers of this event will be taking photographs and/or video recordings of people in attendance.

Photographs, video recordings and digital images of you are your personal information. The City of Edmonton respects this and gives you the opportunity to refuse to consent to your image being recorded.

- If you do not wish to have your image recorded, tell an event organizer and you will be provided with a sticker for your lapel, which lets photographers, videographers, volunteers and City of Edmonton staff know that you do not want to be included in photographs and video recordings. Every effort will be made to ensure that your image is not recorded.
- If you choose to participate in this event and you do not wear the sticker, you are consenting to having your image recorded by photographers and videographers at this event.

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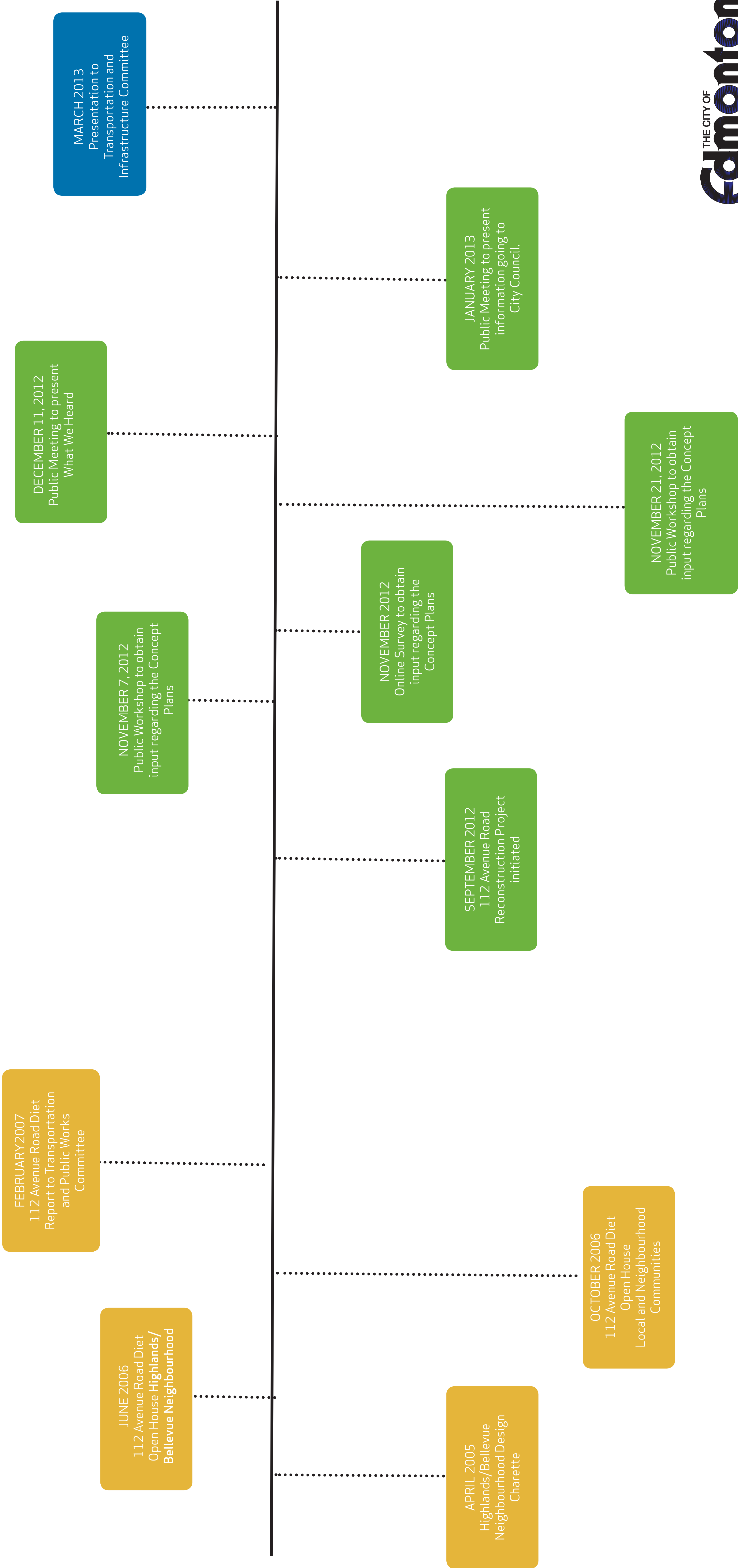
PROJECT BACKGROUND

- 2006/07 Study conducted to review the potential of reducing the number of lanes along 112 Avenue between 50 and 68 Streets.
- Direction was given in 2007 to review the lane reduction concept with relevant communities before future work to reconstruct 112 Avenue began.
- Currently the City of Edmonton is planning to reconstruct 112 Avenue between 50 and 68 Streets in 2014.

MEETING PURPOSE

- Share results from November 2012 consultation.
- Report on adjustments made to plans as a result of public input and provide additional information in response to questions that have been raised.
- Solicit additional feedback on key issues needed to finalize information for City Council's consideration.

112 AVENUE PROJECT TIMELINE

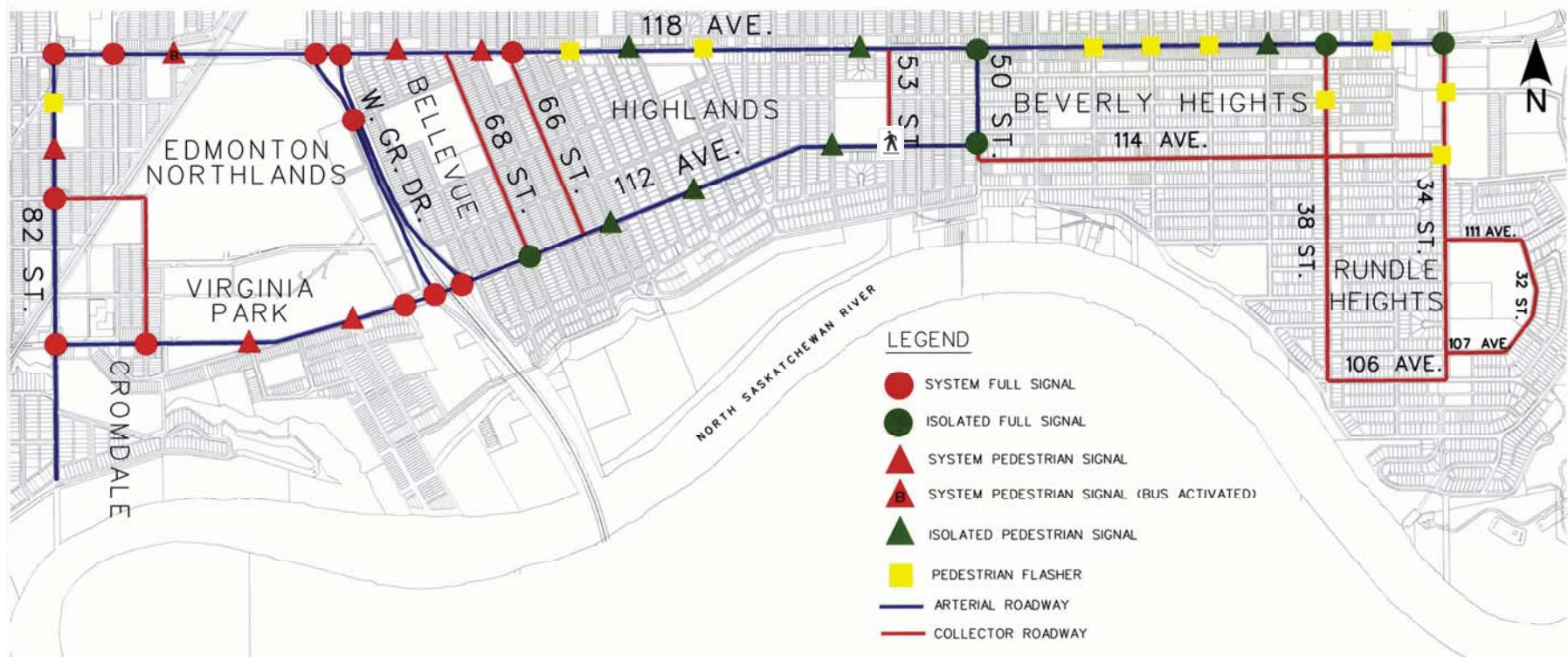


Corridor Background

- 112 Avenue between Wayne Gretzky Drive 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

- 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

Corridor Background

➤ Transit Service:

- Bus Stops located every other block in the eastbound and westbound directions
 - Bus shelters provided in the westbound direction
- Operations
 - AM Peak Hour (6:00 AM – 9:00 AM): every 15 minutes
 - PM Peak Hour (3:00 PM – 6:00 PM): every 15 minutes
 - Off Peak: every 30 minutes

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

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

What We Heard

- A total of 373 participants took part in the Online Survey and two Community Workshops
- Participants Representing:
 - Highlands Community (62%)
 - Adjacent Communities (33%)
 - Other Areas of the City (5%)
- The majority of respondents (96%) use 112 Avenue on a regular basis

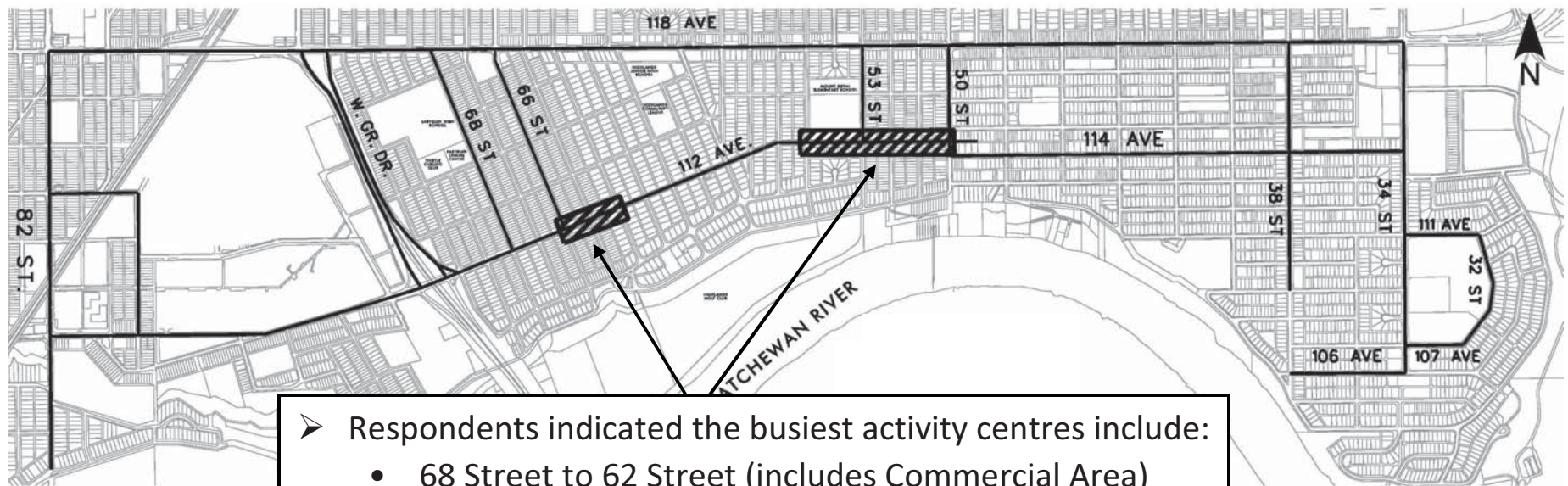
What We Heard

- 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

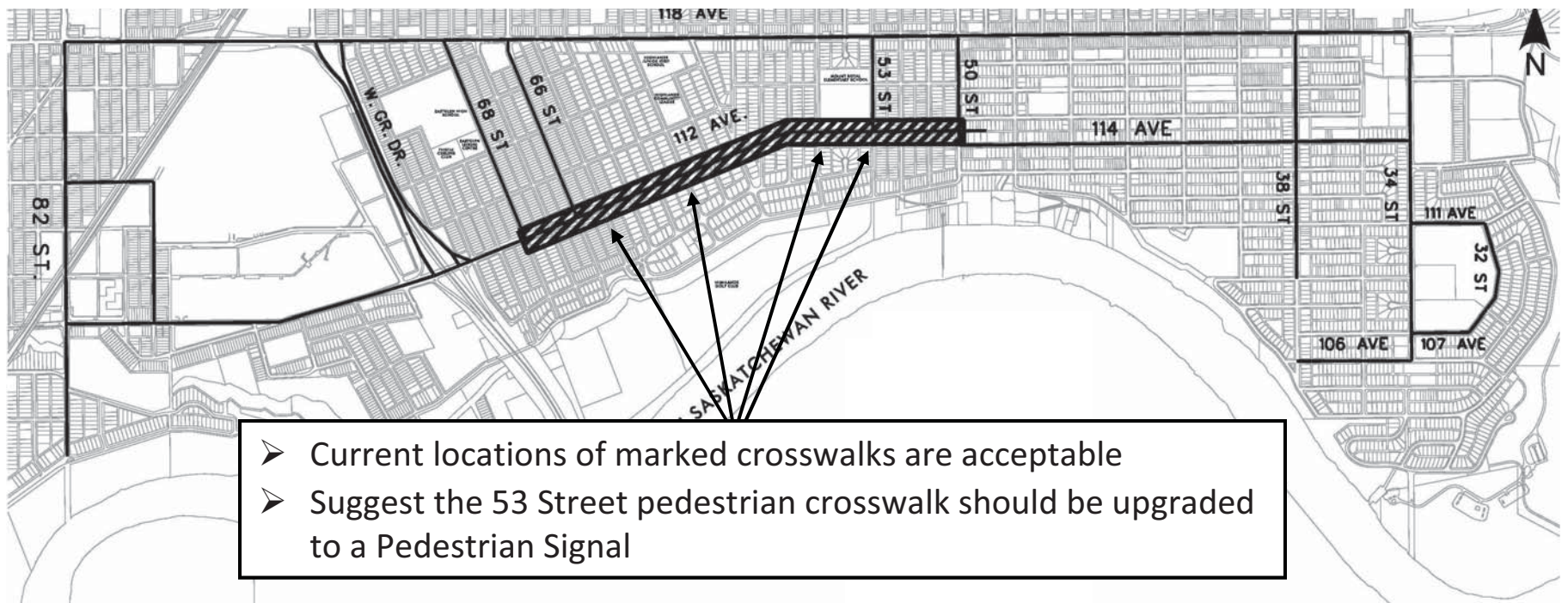
- Important Corridor Elements to Include:
 - **Green Spaces** and **Street Side Tree/Shrub Plantings** were most strongly supported
 - **Reduced Number of Traffic Lanes, Left Turn Lane, Decorative Streetlights** and **Community Signage** were supported by just under half of respondents
 - **Wider Sidewalks,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

What We Heard



- Respondents indicated the busiest activity centres include:
- 68 Street to 62 Street (includes Commercial Area)
 - 55 Street to 50 Street

What We Heard



Response to What We Heard

- The current crosswalk locations will remain and the 53 Street pedestrian crosswalk will be assessed for a Pedestrian Signal
- The proposed sidewalk and boulevard widths will remain
- Commercial Area
 - Most of the centre median will be removed
 - Removal of the left turn restrictions is being considered
 - The two curb extensions must remain to accommodate bus stops
 - Angled parking along the side streets is not physically possible

Response to What We Heard

- Boulevard trees are included within the project
 - Due to limited space within the Four Lane Roadway, enhanced landscaping may be provided in select areas as an alternative to boulevard trees
- Enhancements, such as benches and decorative streetlight poles, may be included within the Commercial Area dependant upon available funding
- Continued work with the Office of Traffic Safety to examine concerns for vehicle speeding

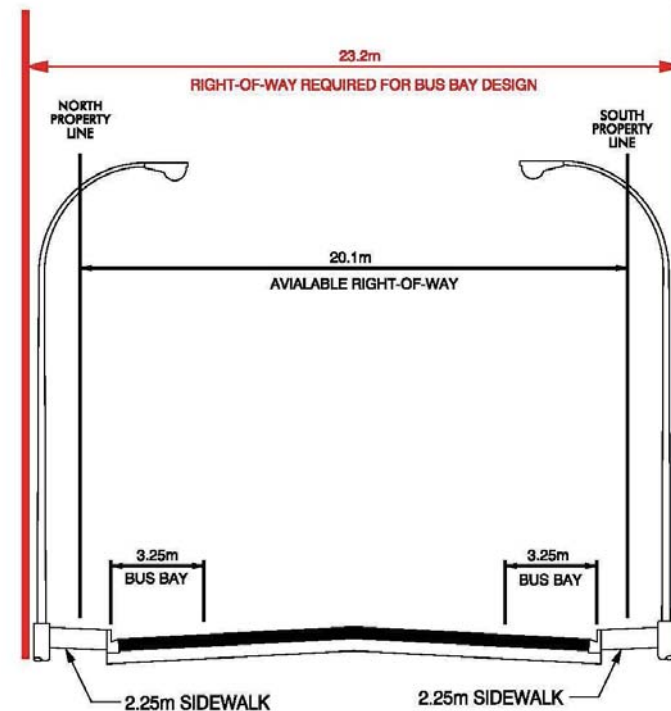
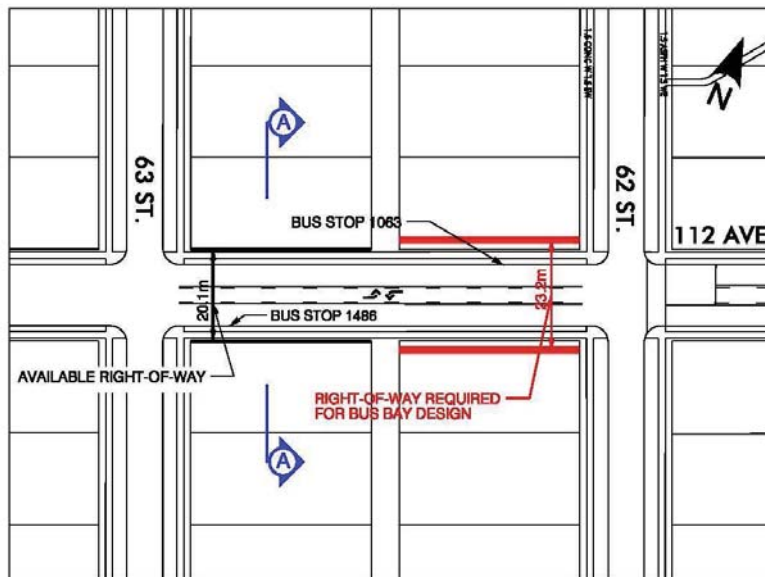
Response to What We Heard

➤ Bus Bays or Pullouts

- It is not physically possible to accommodate bus bays within the Three Lane Roadway Concept Plan
- Transportation Services has concerns regarding bus bays and their likelihood to cause delays to the transit schedule

Bus Bay Information

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

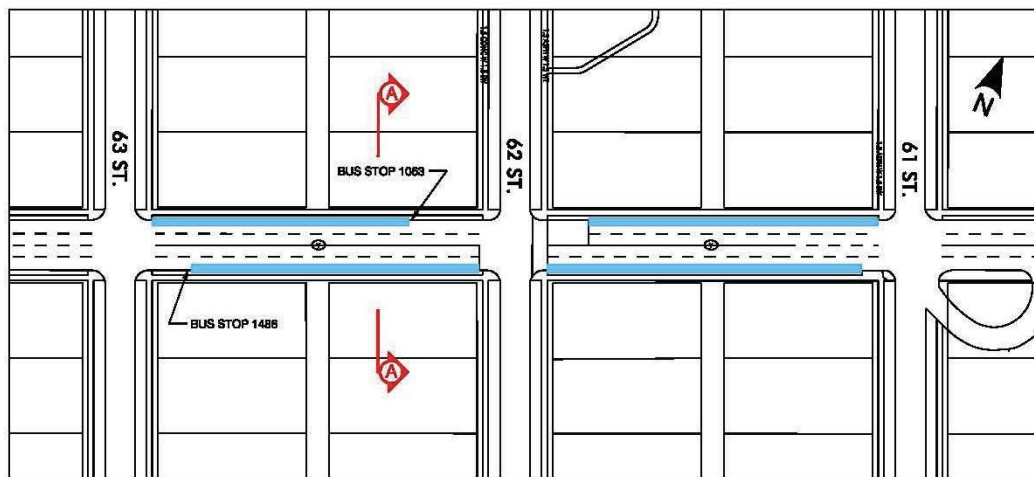


SECTION A-A

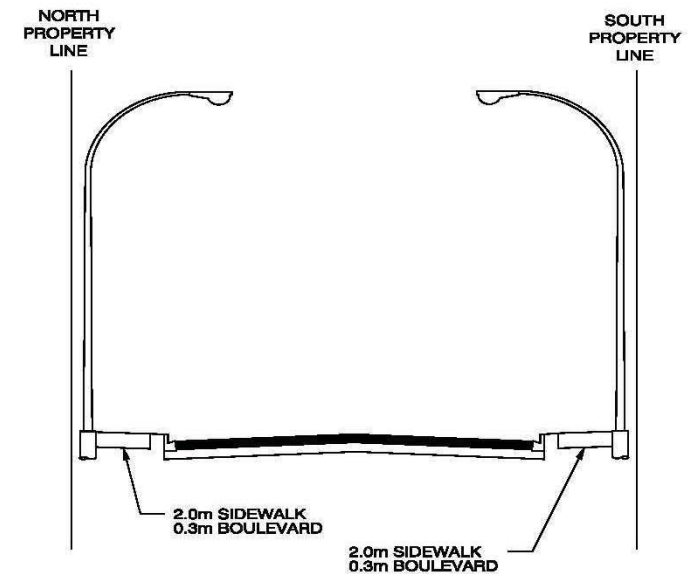
- 2.25m sidewalk required for the deployment of Handicap Ramp on buses

Concept Plan 1 - Four Lane Roadway

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



LEGEND:
PARKING DURING OFF-PEAK TIMES ONLY

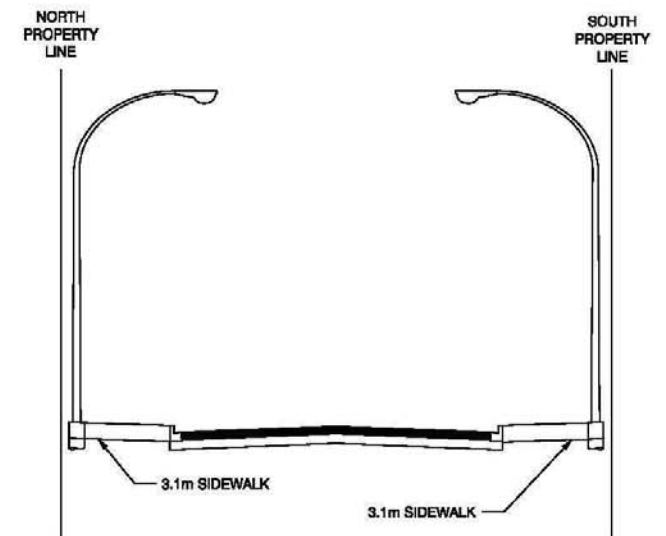
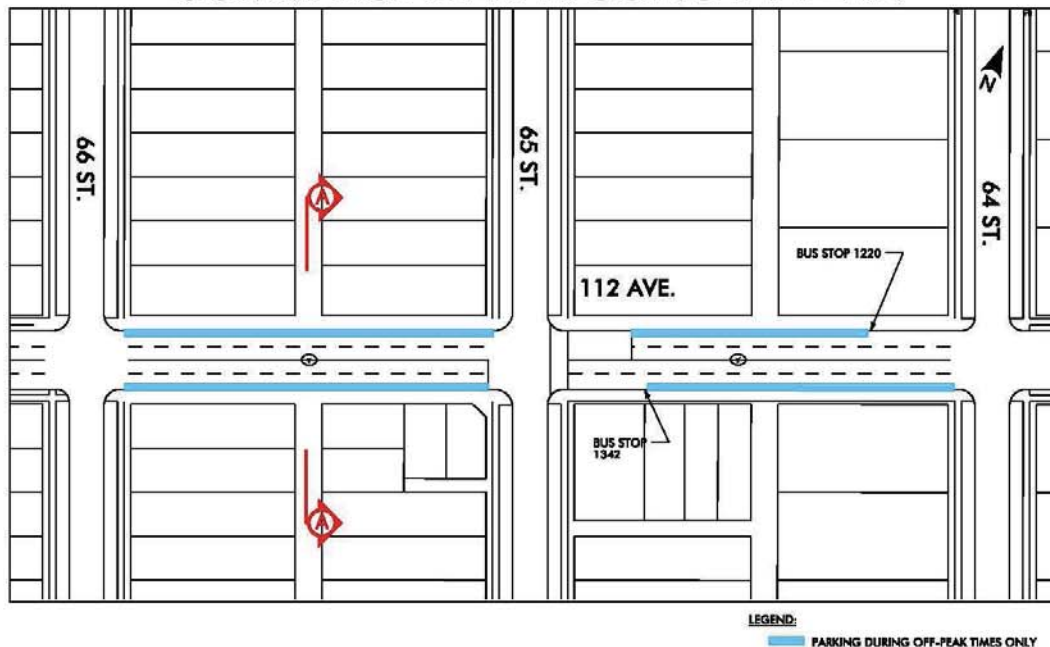


SECTION A-A

- Enhanced landscaping, decorative streetlights and street furniture dependant upon available budget and design conflicts with utilities

Concept Plan 1 - Four Lane Roadway

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

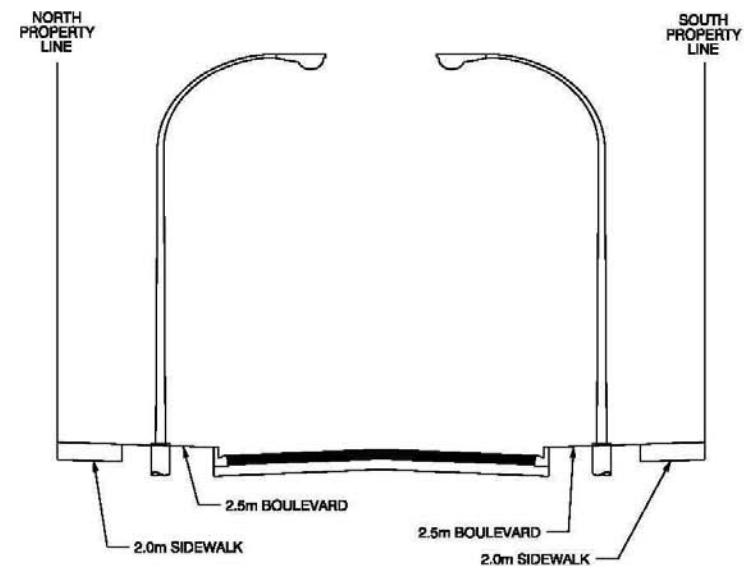


SECTION A-A

- Enhanced landscaping, decorative streetlights and street furniture dependant upon available budget and design conflicts with utilities

Concept Plan 2 - Three Lane Roadway

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

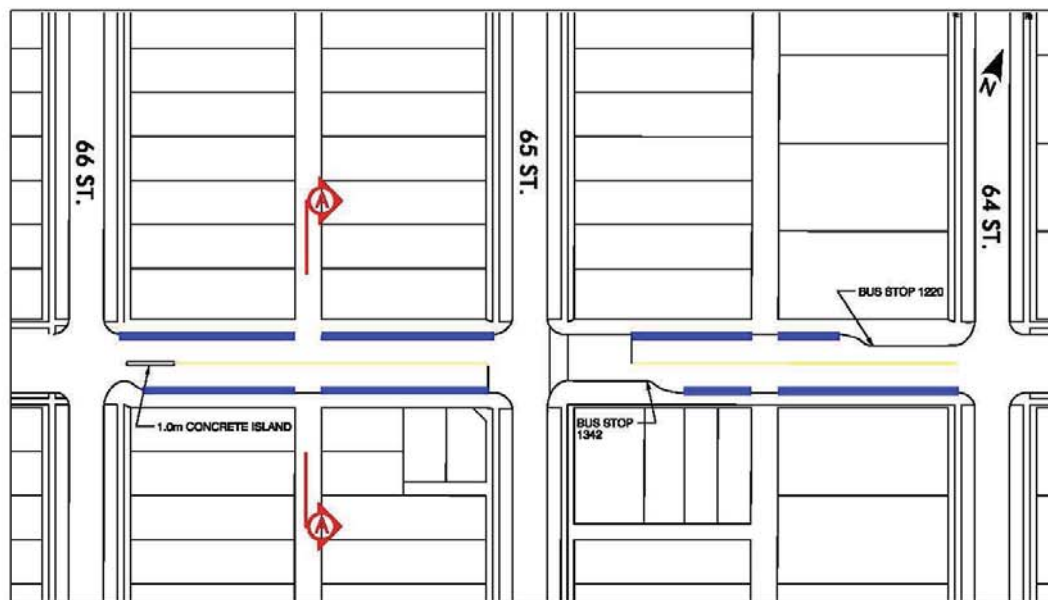


SECTION A-A

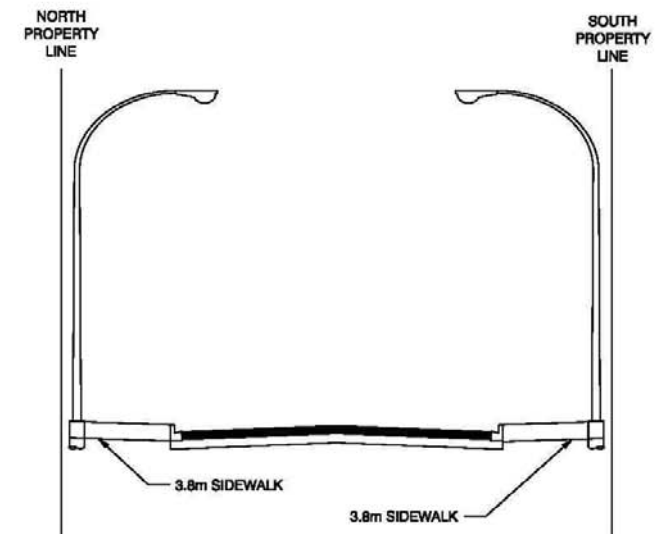
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Concept Plan 2 - Three Lane Roadway

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



LEGEND
ON-STREET PARKING



SECTION A-A

- Enhanced landscaping, decorative streetlights and street furniture dependant upon available budget and design conflicts with utilities