



Saskatchewan Drive

Roadway Rehabilitation and Shared-Use Path Widening

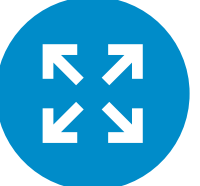




We are here today to present the draft plan for the Saskatchewan Drive Roadway Rehabilitation and Shared-Use Path Widening project for your information.

Thank you for joining us.

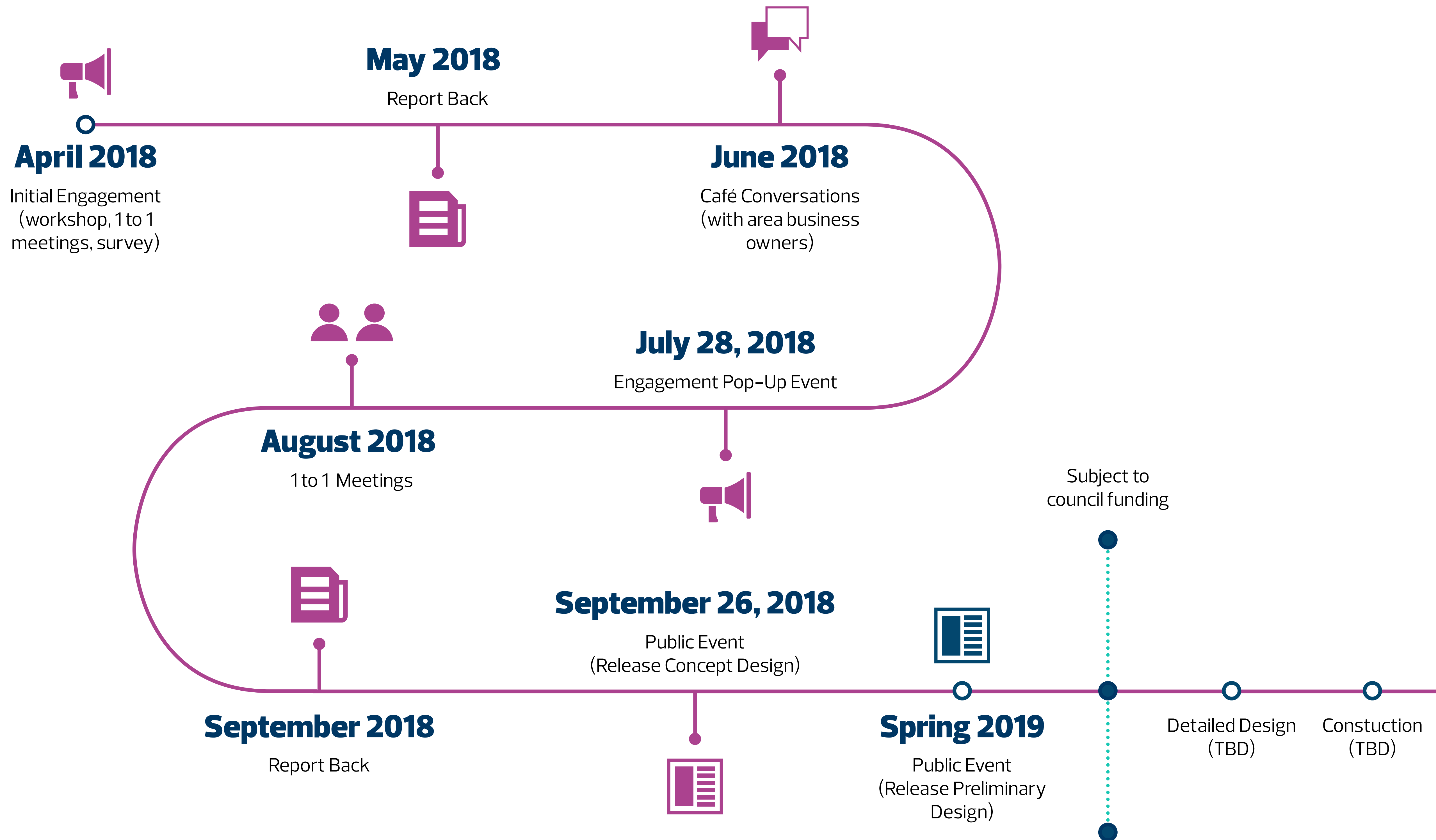
Saskatchewan Drive Roadway Rehabilitation and Shared-Use Path Widening Project

The City of Edmonton will be undertaking roadway rehabilitation and shared-use path (SUP) widening along Saskatchewan Drive from 99 Street to 109 Street.

The project will include the following changes to Saskatchewan Drive and the shared-use path:

-  1. Widened shared-use path and sidewalk
-  2. Curb extensions at selected crossings
-  3. Improved crossings
-  4. Modification of cross streets in coordination with Strathcona Neighbourhood Renewal
-  5. Reduction of the lane width to align with new City standards

Project Timeline



Project next steps can be found on the following panel

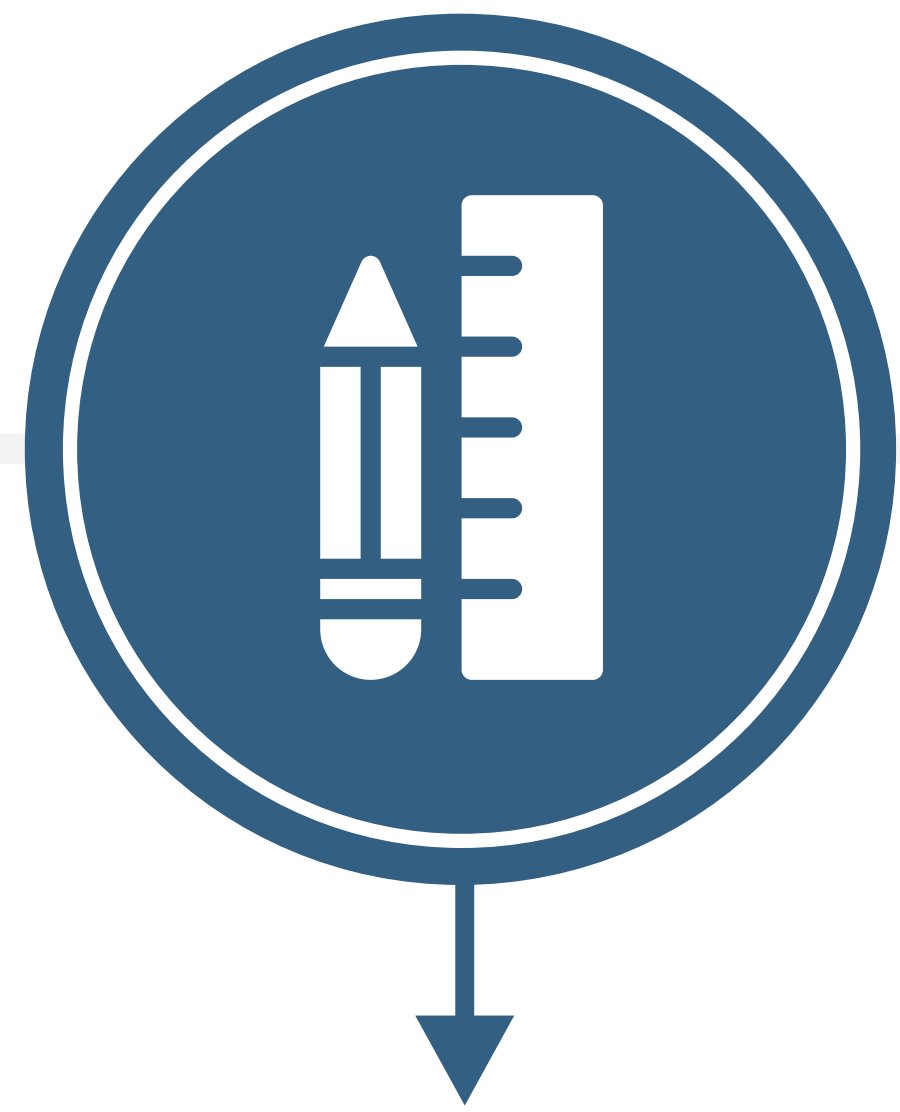


Next Steps



November 2018

Concept Design
Finalized



December 2018

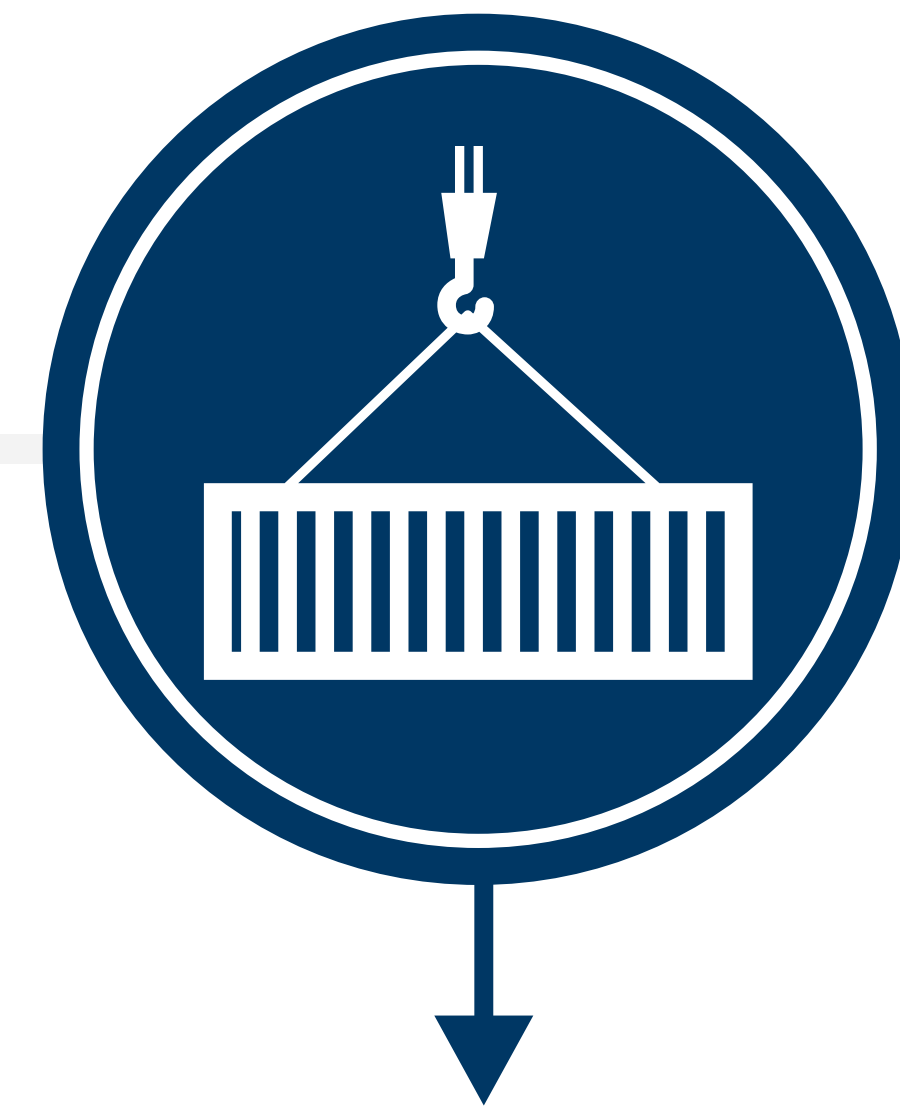
Project presented to
Council for funding
consideration as a part of
the next Capital Budget



Early 2019

Preliminary Design begins
(additional details on
design elements provided)

Preliminary Plan shared
with the public



2019–2020

Pending funding approval,
construction will be staged and
may begin as early as 2020

Work would be coordinated with
adjacent Neighbourhood Renewal
and Duggan Bridge Replacement

What We Heard

Through our engagement events and activities in April, June, July and August, we received over 300 comments. Comments have been grouped into themes, and major themes are presented in the following panels.



Over
200
participants

Comments related to Strathcona Neighbourhood Renewal have been shared with the appropriate project team.

What We Heard/What We Did

WHAT WE HEARD		WHAT WE DID
Widen SUP	➔	<ul style="list-style-type: none">+ Pathway will be widened to better accommodate pedestrians and cyclists
Separate Pedestrians and Cyclists	➔	<ul style="list-style-type: none">+ The feasibility of this was examined west of 104 Street (see "What We Explored" panel) but due to parking and the widths of the road right of way, fully separating pedestrians and cyclists is not possible+ East of 104 Street, the existing road width cannot accommodate a separated bike lane
Widen road from 104 to 109 Street and Duggan Bridge	➔	<ul style="list-style-type: none">+ Lane widths will be designed to meet current city standards
Address traffic noise	➔	<ul style="list-style-type: none">+ Concern will be forwarded to Community Standards
Improve traffic calming	➔	<ul style="list-style-type: none">+ Curb extensions are being added to 107 Street, 106 Street, and 105 Street. Traffic lane widths are being reduced where appropriate

What We Heard/What We Did

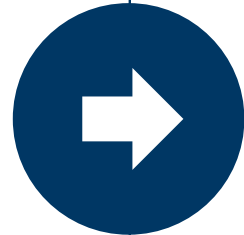
WHAT WE HEARD

Improve traffic control and change of speed limit

Need safer street crossings

Improve access to river valley trail network and Saskatchewan Drive SUP

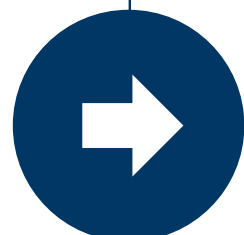
WHAT WE DID



- + Concerns regarding enforcement have been forwarded to the Edmonton Police Service
- + Signage and traffic light times will be evaluated at detailed design phase
- + Posted speed on Saskatchewan Drive will remain at 50 km/hr. Due to location and road configuration, a change in speed limit is not desirable
- + Curb extensions and narrower driving lane width will be included to reduce speeds



- + Improved crossings and enlarged pedestrian/cyclist refuge areas will enhance pedestrian, cyclist and motorist safety comfort, and movement
- + Crossings at the following intersections will be re-configured to enhance safety:
 - + 107 Street
 - + 106 Street
 - + 105 Street
 - + 90 Avenue
 - + 91 Avenue



Improved access to the pathway will be provided at:

- + 107 Street (curb extension)
- + 106 Street (curb extension)
- + 105 Street (curb extension)
- + 90 Avenue (re-aligned crossing)
- + 91 Avenue (re-aligned crossing)

What We Heard/What We Did

WHAT WE HEARD		WHAT WE DID
Create dedicated turning lanes	➔	<ul style="list-style-type: none">+ No additional dedicated turning lanes within the project limits have been added due to road right-of-way constraints
Reconfigure 180 degree turn onto Queen Elizabeth Park Road	➔	<ul style="list-style-type: none">+ Due to the constrained right-of-way and the required lane configuration, the 180 degree turn onto Queen Elizabeth Park Road will remain as-is
Maintenance and garbage	➔	<ul style="list-style-type: none">+ Concerns regarding existing issues have been shared with Roadway Operations and Roadway Maintenance+ Opportunities for additional waste receptacles will be explored as part of preliminary design.
Pedestrian and cyclist safety at 109 Street	➔	<ul style="list-style-type: none">+ For the right turn onto Saskatchewan Drive, the private raised planter with shrubs blocks drivers' sightlines of pedestrians. The City would work with the property owner to address this.+ Enlarged the refuge areas for pedestrians and cyclists at the Walterdale Hill/Saskatchewan Drive intersection median and adjusted the south curb-line to enhance turning movements

What We Heard/What We Did

WHAT WE HEARD		WHAT WE DID
Eliminate boardwalk	➔	<ul style="list-style-type: none">+ Existing boardwalk SUP will be replaced with 4.2m concrete cantilever SUP
Streamline signage	➔	<ul style="list-style-type: none">+ Wayfinding signage for cyclists, pedestrians and cars will be evaluated during detailed design+ Size and height of SUP signage will be evaluated during detailed design
Visibility of crosswalks	➔	<ul style="list-style-type: none">+ Street lighting improvements will be coordinated with EPCOR. Proposed curb extensions will provide improved conditions for visibility of pedestrians/cyclists at crosswalks
Minimize construction impacts	➔	<ul style="list-style-type: none">+ Traffic accommodation plan and construction schedule will be addressed prior to construction
Make Saskatchewan Drive two-way for vehicle traffic	➔	<ul style="list-style-type: none">+ Due to overall traffic network requirements, 109 Street to 104 Street will remain one-way eastbound

What We Explored

The City must balance public feedback with important technical, safety and financial considerations. The project team explored alternatives to separating pedestrians and cyclists by providing a segregated SUP or dedicated on-street bike lanes.

- ▶ Either option would require removal of on-street parking, removal of travel lanes, or land acquisition along the Saskatchewan Drive.
- ▶ In discussion with property owners along Saskatchewan Drive, removal of on-street parking lanes is not supported.
- ▶ Due to high traffic volumes, particularly in the 109 to 104 Street area, removal of motor vehicle travel lanes is not possible.
- ▶ Due to proximity to the river valley, land acquisition would be required to accommodate separated facilities, which is not feasible due to costs and existing developments.