

Terwillegar Drive Expressway Concept Plan

September 2019

Edmonton

Project Update

The Terwillegar Drive Concept Planning study was initiated in fall 2017 to validate and update the plan for the future of Terwillegar Drive from Anthony Henday Drive to Whitemud Drive.

On October 2, 2018 the Urban Planning Committee of City Council unanimously accepted a motion to advance the expressway option for the future of the corridor.

Funding for Stage 1 and parts of Stage 2 were approved by City Council in late 2018, and the planning and design work has moved forward.

In March 2019, Provincial funding was granted to contribute towards transit and active mode (pedestrian and cyclist) upgrades, as well as a bus fleet. These upgrades include:

- + Dedicated transit lanes and enhanced bus stops
- + Shared-use path and lighting
- + 142 Street pedestrian/cyclist bridge
- + Mainly electric bus fleet

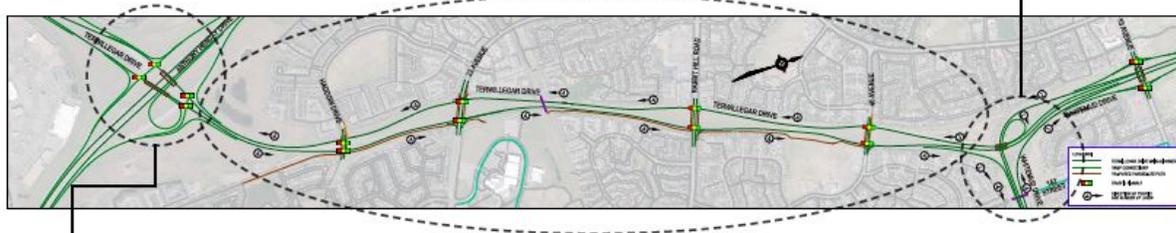
Construction Staging

Stage 1 | Capital Budget 2019–2022

Expressway between Anthony Henday Drive and Whitemud Drive
\$100 million – Design and Construction Funding Approved

Stage 2 | Capital Budget 2023–2026

Whitemud Drive Interchange improvements and Rainbow Valley Bridge widening
\$140 million – Design Funding Approved



Stage 3 | Capital Budget 2027–2030

Anthony Henday Drive Interchange
Subject to additional planning and approvals by the Province
\$60 million – Unfunded

Planning, design and construction of the 142 Street Pedestrian/Cyclist Bridge will be complete with Stage 1.

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What We Heard During Phase 2 Engagement

The table summarizes the feedback received during Phase 2 engagement (November-December 2018) and how it has been considered as part of the planning and design process.

What We Heard	What We Did
Vehicle Traffic	
<ul style="list-style-type: none"> + Improve traffic flow + Construct improvements quickly 	<ul style="list-style-type: none"> + Improvements will increase roadway capacity and reduce congestion + Stage 1 funding approved and construction is anticipated for 2021/2022
Landscape Naturalization	
<ul style="list-style-type: none"> + Desire for additional trees in open area and between road and shared-use path (SUP) + Feedback about safety (impact to sightlines), maintenance and species of tree planting 	<ul style="list-style-type: none"> + Added boulevard trees on crossing roadways + Assessing where and what types of trees to plant (will be confirmed during design)
142 Street Pedestrian/Cyclist Bridge	
<ul style="list-style-type: none"> + Prioritize cost, safety and consistency with existing bridge over Terwillegar Drive + Desire for additional bridges over Terwillegar Drive at major intersections for safety 	<ul style="list-style-type: none"> + What We Heard will be considered as planning and design begins + Further engagement opportunities are planned over the next year + Additional bridge locations are not included in the scope of the project
Transit	
<ul style="list-style-type: none"> + Mix of perspectives: <ul style="list-style-type: none"> - Bus lane will improve transit use and experience - Bus lane will be underused and increase traffic congestion and delays + Consider safety, access and amenities at bus stops 	<ul style="list-style-type: none"> + Included separated transit lanes with bus-specific traffic signals + Added additional upgrades to bus stops + Accessing the traffic and transit impacts using traffic modelling software + Anticipating two rapid bus services using Terwillegar Drive, following Stage 1 construction, made up of mostly electric buses
Shared-Use Path (SUP)	
<ul style="list-style-type: none"> + North of 40 Avenue, preference for shared-use path to go around Bulyea Heights neighbourhood (Brookview) + Provide access to commercial and residential areas and to existing SUPs + Consider safety of users in design (separate SUP from vehicles with space or barrier) + Minimize impacts to traffic flow + Some feel no SUP or bike route is necessary 	<ul style="list-style-type: none"> + Selected SUP location that goes around the Bulyea Heights neighbourhood (Brookview) + Added additional connections to commercial and residential areas, and existing paths + Included SUP crossings on both sides of all crossing roadways + SUP meets design standards and is separated by a 4m or greater boulevard where possible, and may include railings in some areas

Expressway Concept Overview

Motorist

Widening of roadway and intersections:

- + Six lanes for drivers (three in each direction)
- + Additional left and right turning lanes at all crossing roadways
- + Traffic signals that separate the buses from general traffic (currently assessing the use of Adaptive Traffic Signal Controls)
- + Upgrades will allow for more traffic while easing congestion
 - Over 50% more traffic than today's volumes (up to 65,000 vehicles/day)
 - Traffic congestion and delays will be reduced at key locations on Terwillegar Drive

Pedestrian/Cyclist

- + North-south shared-use path along the east side of Terwillegar Drive between Haddow Drive to the planned location of the 142 Street pedestrian/cyclist bridge
 - Design minimizes impacts to trees and need for retaining walls
 - Includes connections to bus stops, commercial/residential areas and existing SUP network
 - Includes lighting
 - Railing provided, where needed
- + East-west shared-use paths
 - Run along both sides of Haddow Drive, 23 Avenue, Rabbit Hill Road and 40 Avenue at the crossings

142 Street Pedestrian/Cyclist Bridge

- + Funding has been approved for planning, design and construction within the 2019-2022 Capital Budget
- + Planning and design to begin soon
- + Further engagement opportunities are being planned; public input will be considered

Transit

- + Separated bus lanes (northbound and southbound) from Anthony Henday Drive to Whitemud Drive
- + Bus lanes separated from traffic with a raised concrete median
- + Signals separate the buses from general traffic
- + Upgrades align with the City's long-term growth plan, City Plan and the Mass Transit Study, which identify Terwillegar Drive as a future mass transit route
- + Upgrades support a safe, convenient, reliable and fast transit service, connecting Southwest Edmonton to major destinations in the city

Rapid Bus Transit Service

- + Rapid bus service will be introduced when Stage 1 construction is completed
- + Service will connect the location of the future Ambleside Park & Ride with South Campus LRT Station
- + Two services are anticipated:
 - Limited Stop service: stops at Ambleside, Haddow Drive, 23 Avenue, Leger Transit Centre, Rabbit Hill Road and 40 Avenue
 - Super Express service: from Ambleside to South Campus with one stop at 23 Avenue

Landscape Naturalization

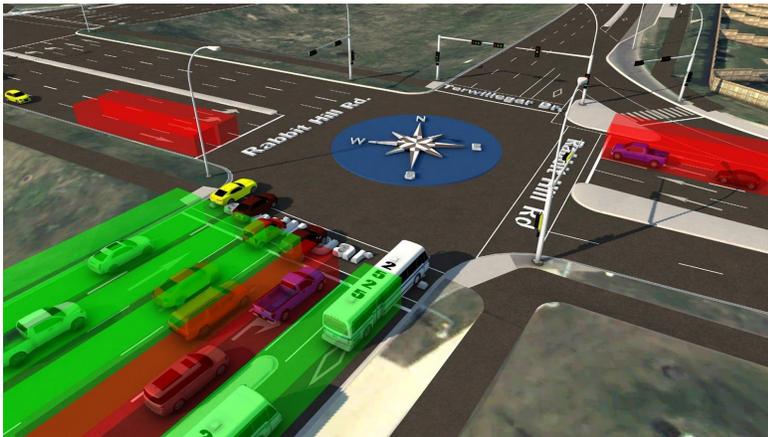
- + Boulevard trees included along all crossing roadways (e.g., 23 Avenue, Rabbit Hill Road)
- + Preferences for tree locations includes the median and boulevards as shown
- + The project team is assessing where and what types of trees to plant

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Project Timeline

Fall 2017	Study start
November 2017 - February 2018	Phase 1 Public Engagement - draft freeway options
Spring 2018 - Fall 2018	Further development of freeway plan and introduction of expressway
October 2, 2018	Presentation to Urban Planning Committee - direction to advance expressway option
November - December 2018	Phase 2 Public Engagement: Report back on study progress and gather feedback on expressway draft concept plan
January - September 2019	Develop recommended concept plan
March 2019	Provincial funding
September 2019	Phase 3 Public Information Sessions - report back and share recommended concept plan for expressway
2019/2020	Engineering design
2021/2022	Construction



Intersection Operations

Concept of Terwillegar Drive/Rabbit Hill Road intersection highlighting transit signal priority.

Definitions

Expressway: a high capacity roadway, with a slightly lower speed limit than a freeway (70 km/h) and widely signalized intersections.

Adaptive Traffic Signal Controls: a technology that allows traffic signal timings to be adjusted in real time based on actual traffic flow conditions.

For More Information

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Call 311

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