



# WELCOME

## 17 Street Corridor Planning Whitemud Drive to Knightsbridge Road (105 Avenue)

June 21, 2012



# MEETING PURPOSE

To gather your thoughts and ideas for 17 Street concept plans between Whitemud Drive and Knightsbridge Road (105 Avenue).



**Have Your Say!**

Look for this icon to provide your input



# PROJECT PURPOSE

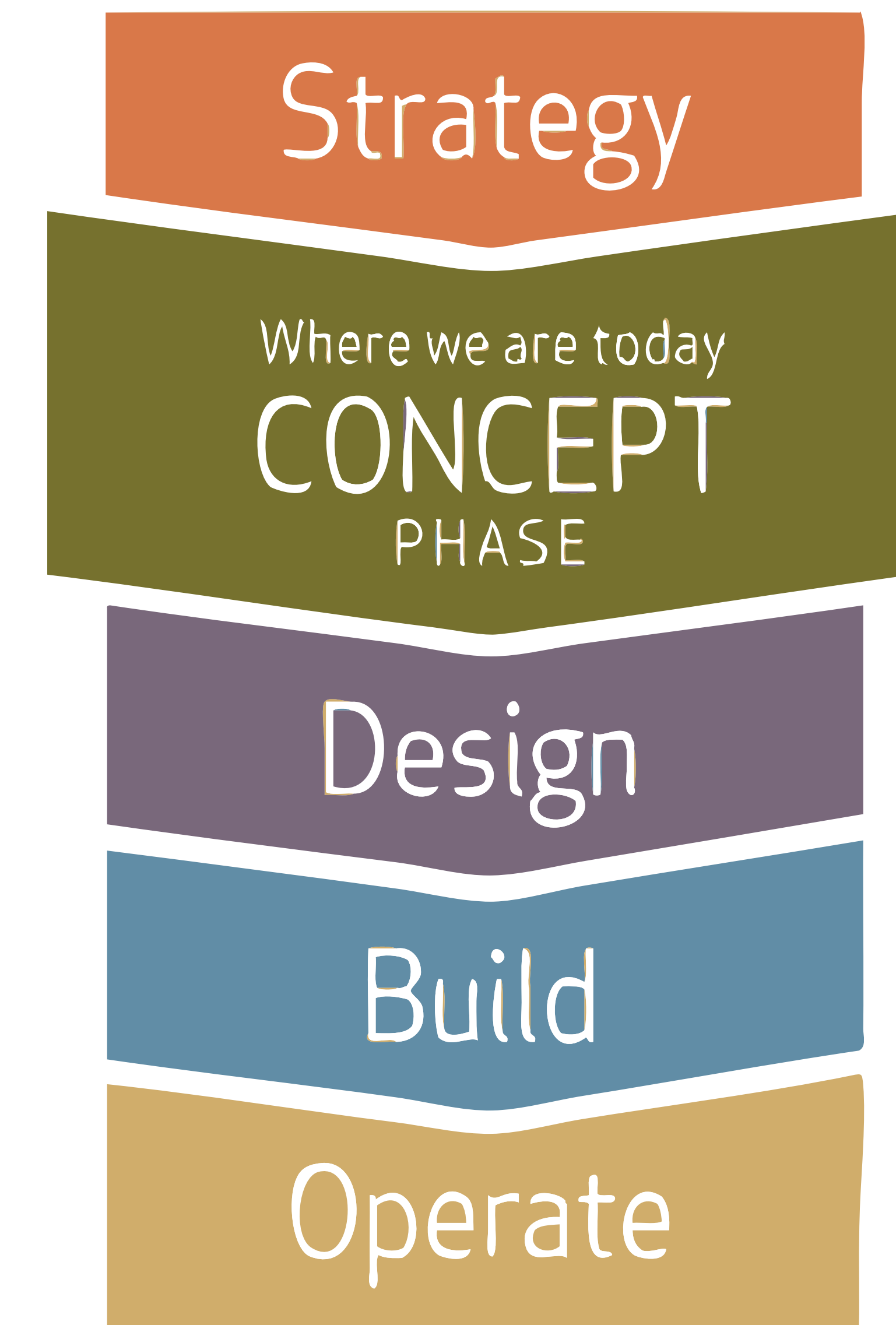
To develop concept plans for 17 Street between Whitemud Drive and Knightsbridge Road (105 Avenue) in order to ensure that the corridor functions well in the future.

## 17 Street provides:

- An important route to move goods
- Industrial and commercial business opportunities
- Access to established businesses along the corridor

## 17 Street requires upgrades to:

- Accommodate traffic growth
- Improve connection to Sherwood Park Freeway
- Meet current standards and guidelines for both City of Edmonton and Strathcona County



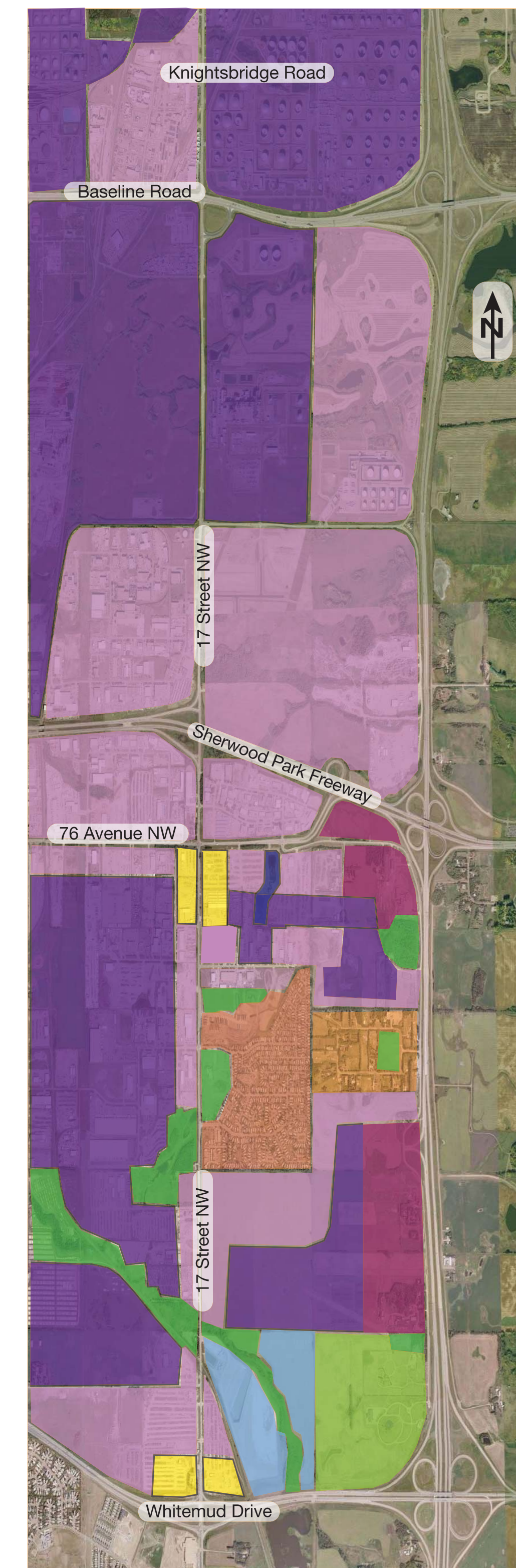


# FUTURE LAND USE AND DEVELOPMENT

## City & County land use plans:

- Outline how developed and undeveloped industrial land will evolve through:
  - Land use and allocation
  - Environmental features
  - Infrastructure requirements
  - Development timing
- Incorporate transportation requirements such as:
  - Transportation network
  - Pedestrian and cyclist links
  - Transit access

Future development and land use plans help to determine areas that may require truck accommodation or greater access to businesses.



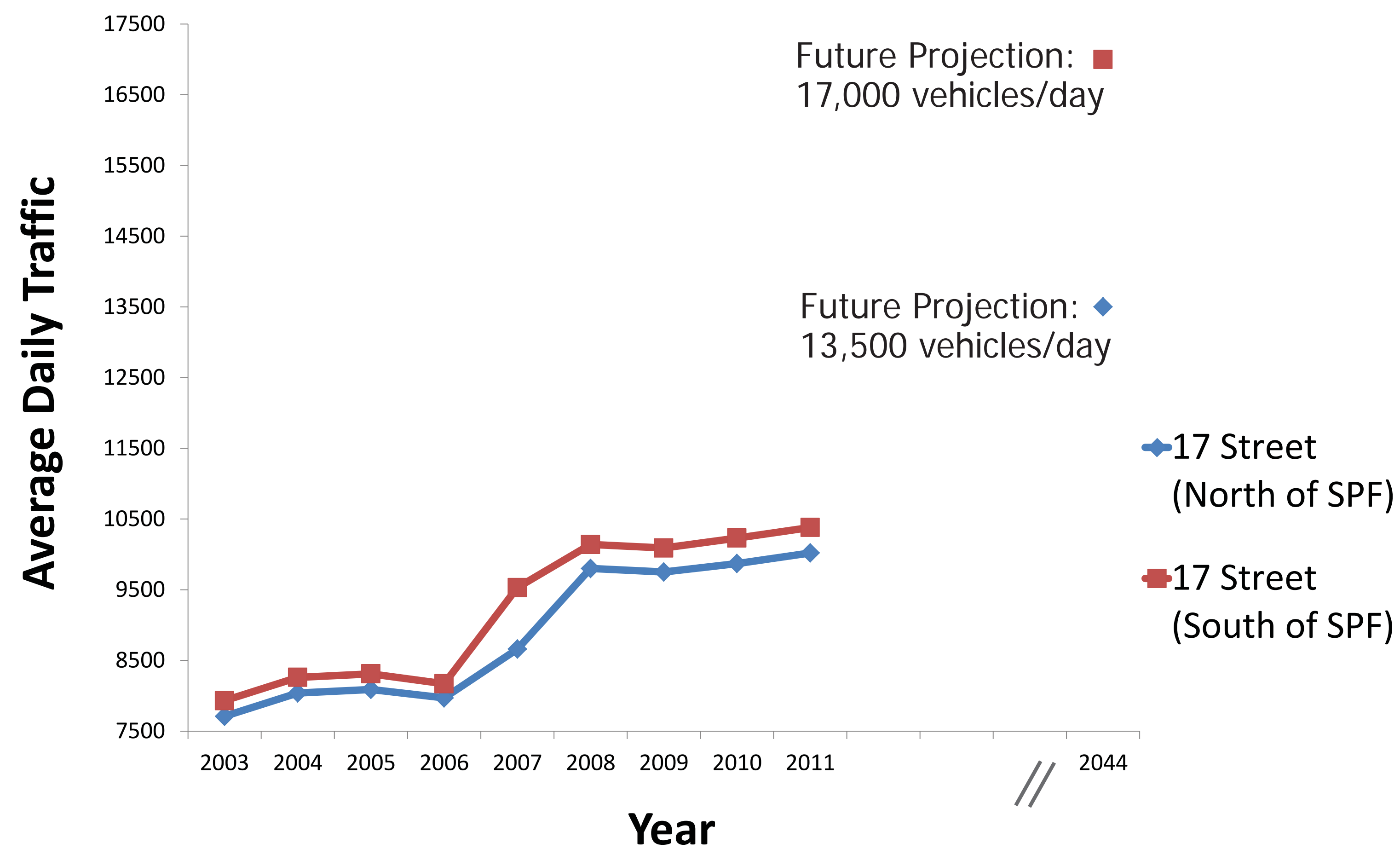
- Heavy Industrial
- Medium Industrial (with restrictions)
- Light Industrial
- Business Service
- Public Works (snow dump)
- Natural Area/ Open Sapce
- Urban Service
- Maple Ridge/ Oak Ridge Community
- Hurstwood Special Development Area
- Stormwater Management Facility



# TRAFFIC GROWTH AND COMPOSITION

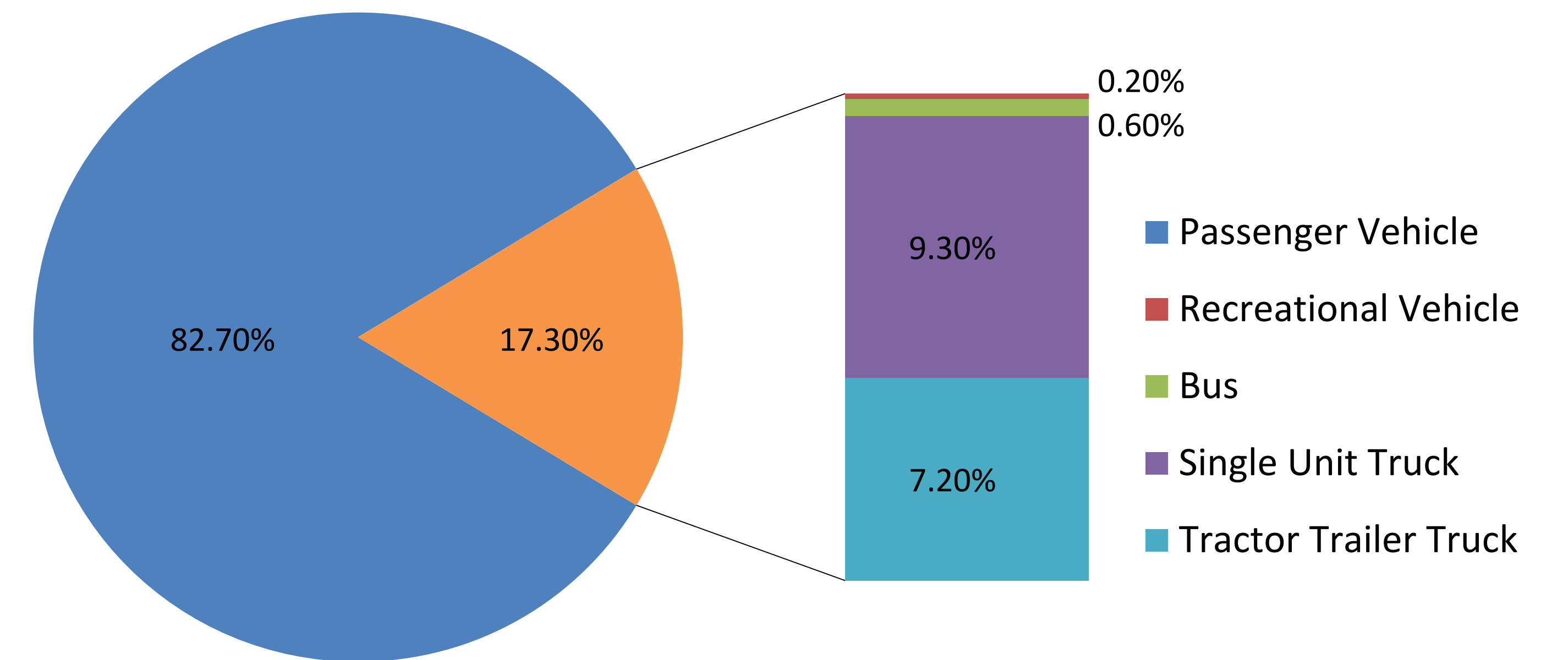
## 17 Street at Sherwood Park Freeway (SPF)

### Average Historical Daily Traffic Volumes



Historical average annual growth: 3.5%

### 17 Street Traffic Composition



Have Your Say



### Have Your Say!

Please indicate if traffic is a concern for you on Part 1: Question 1 of the questionnaire



# KEY ISSUES AND CONSTRAINTS

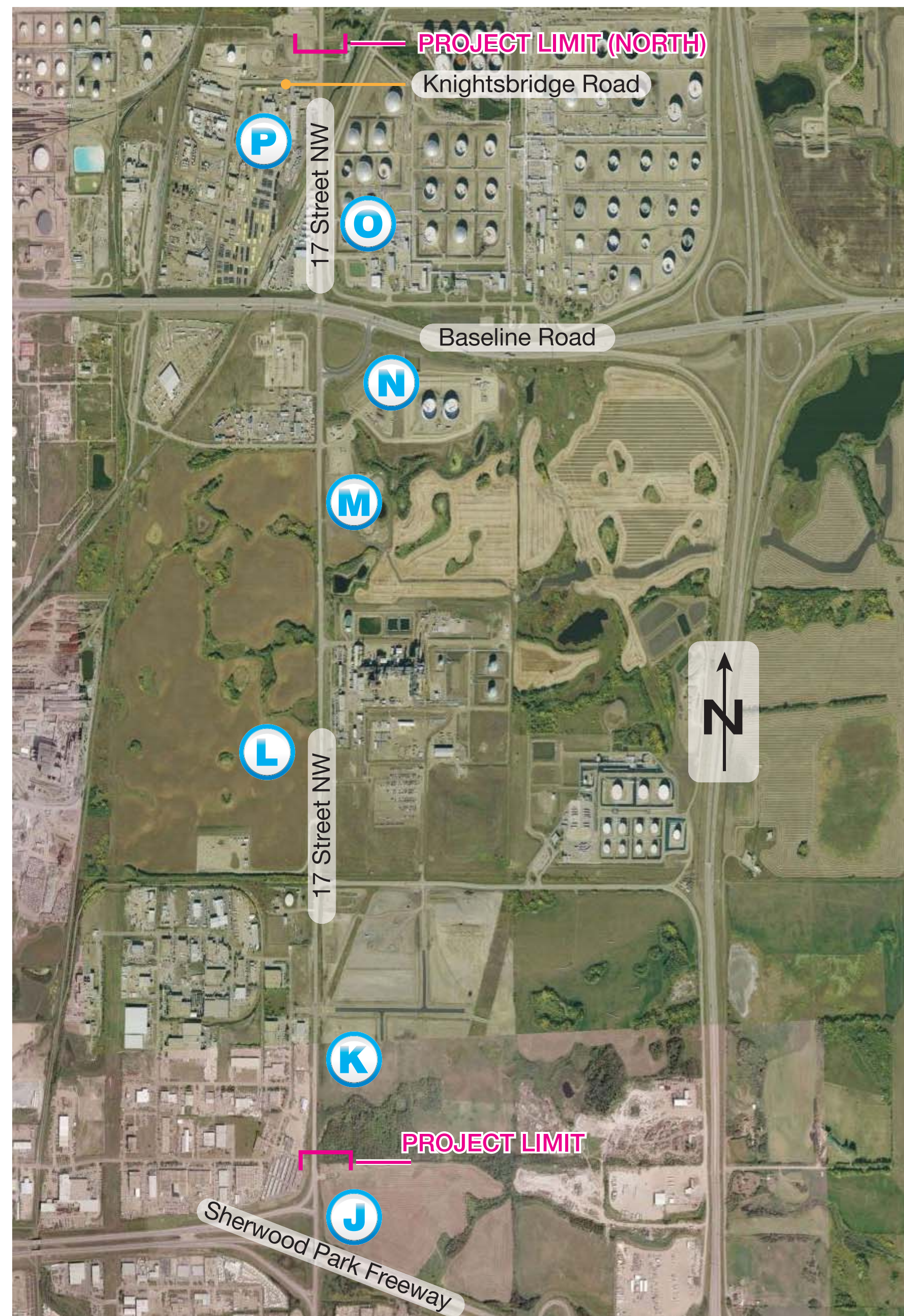


- A** Access management for businesses and residents
- B** CN Rail crossing/Fulton Creek crossing/snow storage
- C** Future development opportunities
- D** Environmentally sensitive wetlands
- E** Maple Ridge Community: traffic and noise
- F** Future connections to major freeways
- G** Heavy truck traffic accommodation
- H** Utility crossings: overhead and underground
- I** Work with/around existing infrastructure at 76 Avenue
- J** North East Anthony Henday design coordination

\*Continued on next display board



# KEY ISSUES AND CONSTRAINTS (continued)



- J** North East Anthony Henday design coordination
- K** Land acquisition & right-of-way for construction
- L** Major industrial areas
- M** Stormwater management
- N** 17 Street "Jug Handle" (accommodates left turns onto Baseline Road)
- O** Existing four-lane sections
- P** CP Rail crossing

Have  
Your Say



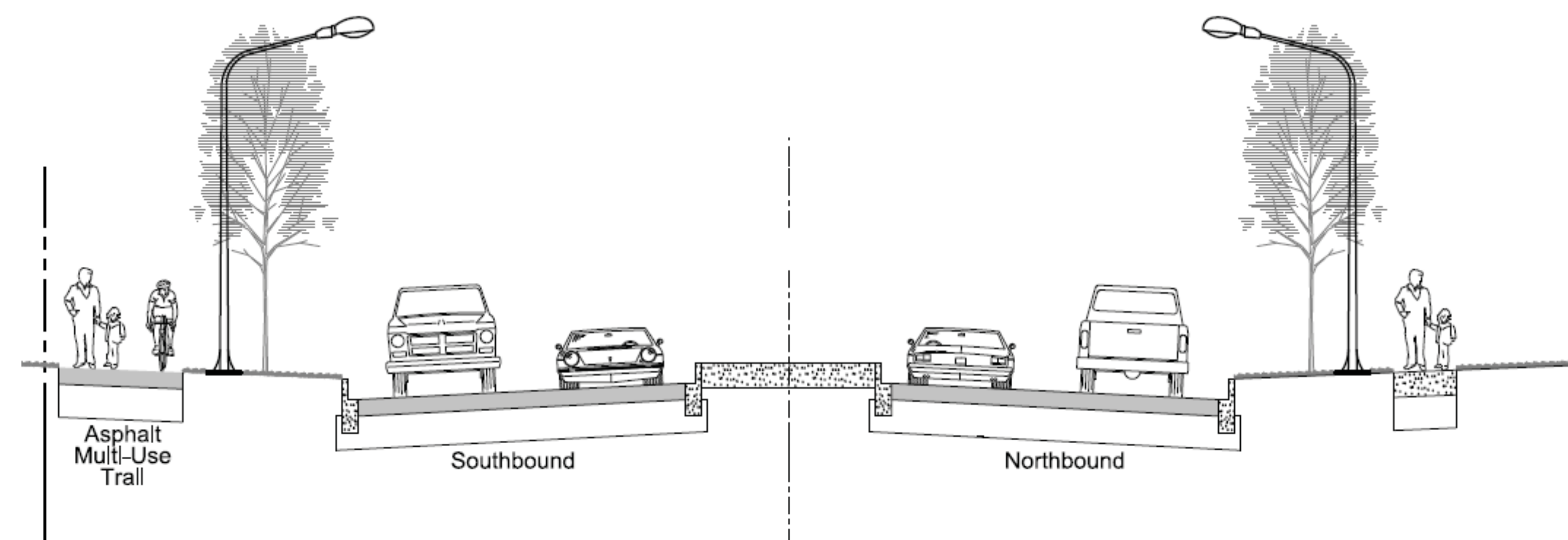
**Have Your Say!**

Please list any additional concerns on  
Part 1: Question 3 of the questionnaire

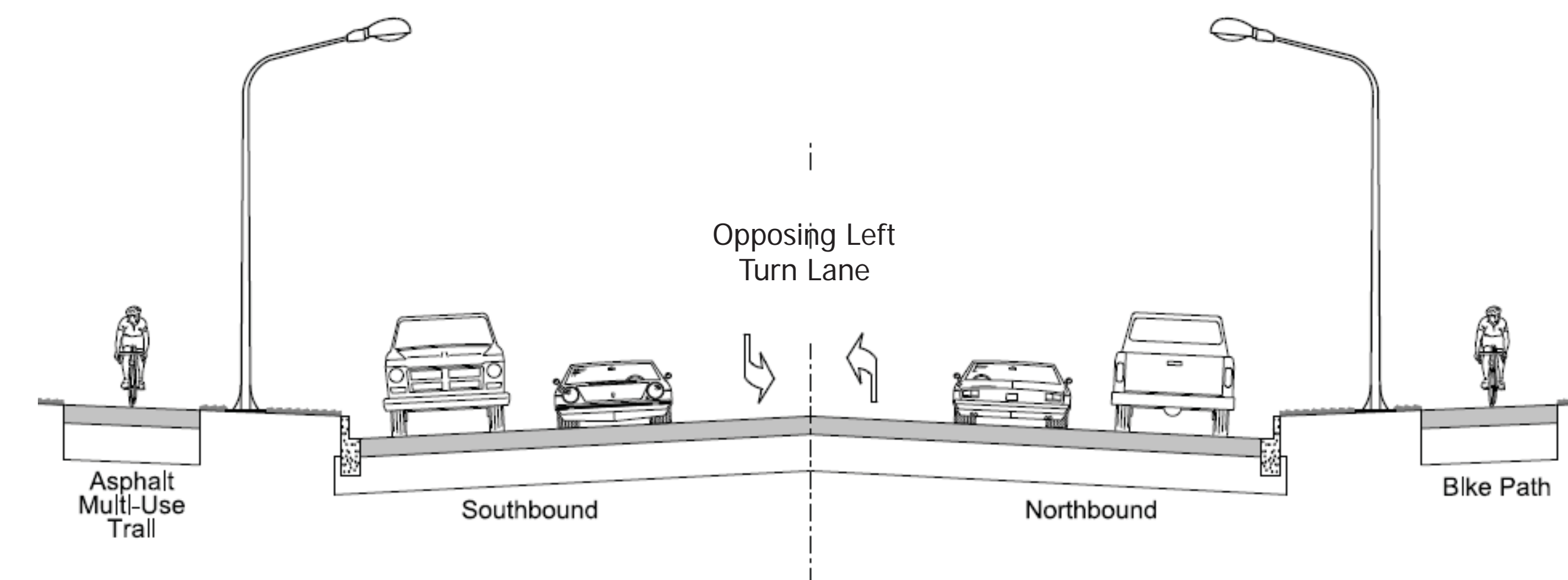


# CROSS SECTION

- Cross sections include the number and width of lanes for a roadway, as well as left/right turning lanes, curbs, gutters, sidewalks and medians
- City of Edmonton and Strathcona County standard cross sections will be combined to best suit the needs of different areas along the corridor, while maintaining consistency throughout



**City of Edmonton Standard Cross Section**



**Strathcona County Standard Cross Section**

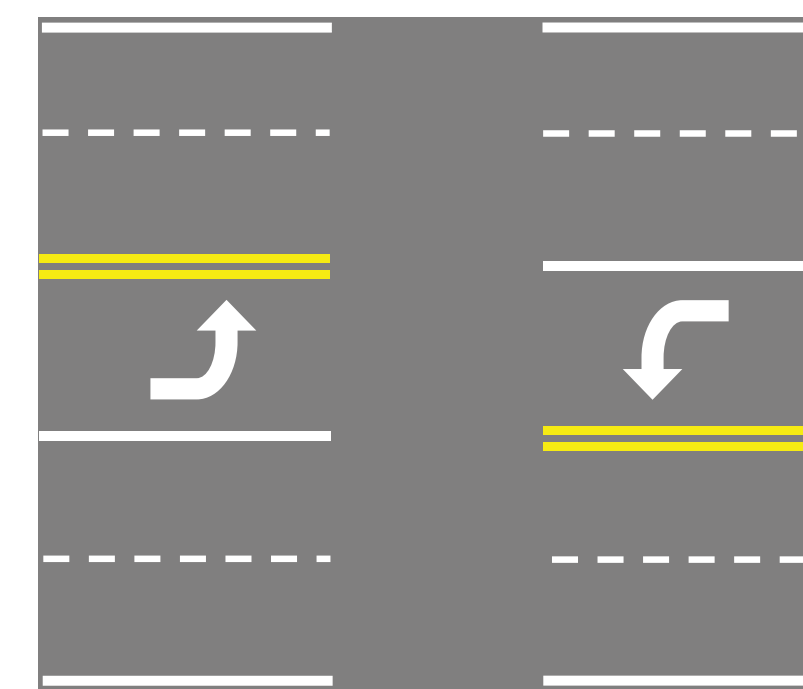


# CORRIDOR OPTIONS

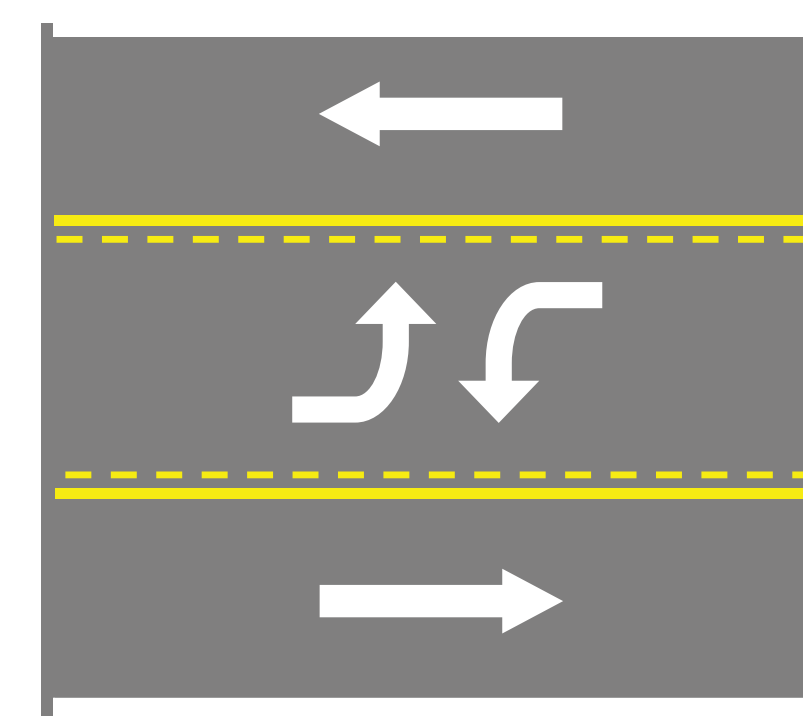
Several options for 17 Street exist that may be implemented along the corridor where the need is identified through traffic and safety analysis.

## 17 Street may include:

- Two or three lanes in each direction
- Single or opposing left turn bays
- Sidewalks and/or shared use path to accommodate:
  - Pedestrians and cyclists
  - Improved access to bus stops
- Stormwater management for wetland preservation
- CN Rail, CP Rail and utility crossings



Single Left Turn Bays  
More common and user friendly

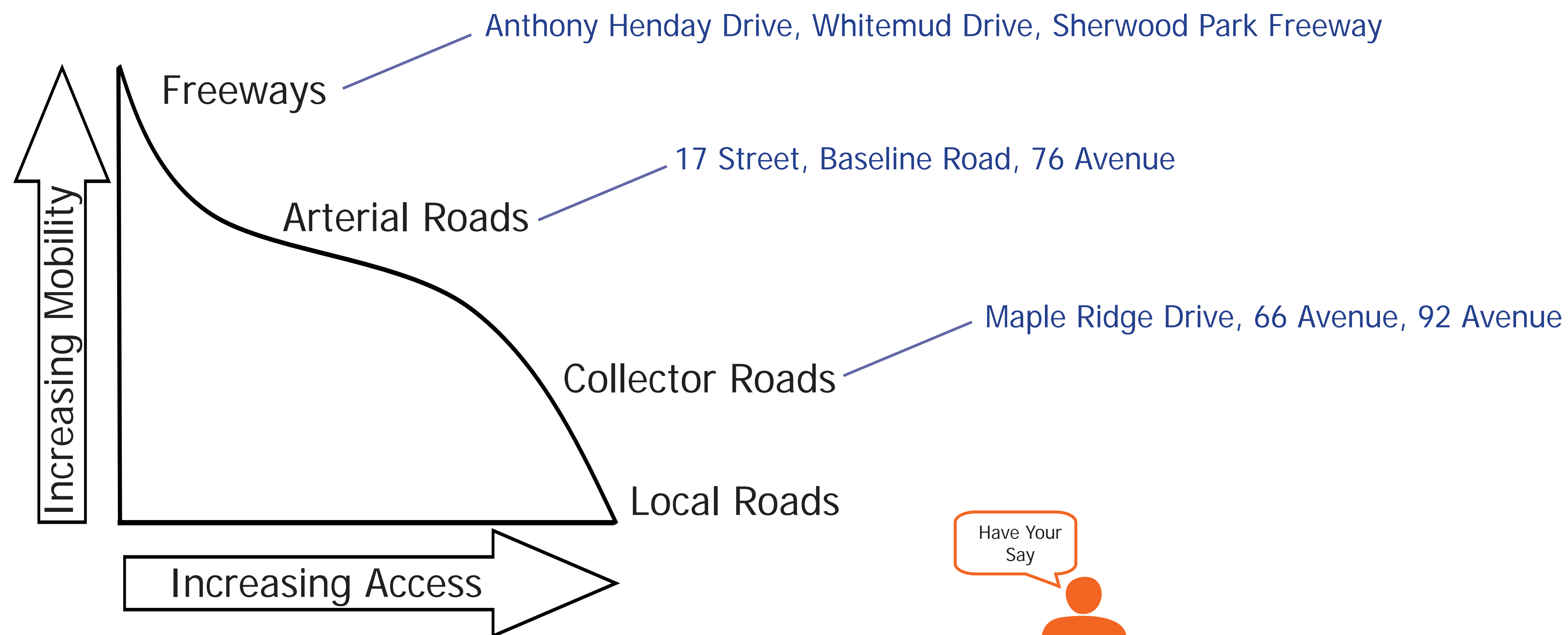


Opposing Left Turn Lane  
Allows greater access to properties



# ACCESS MANAGEMENT

- Access management: the control of location, spacing, design and operation of driveways, intersections and street connections to a roadway
- Access to businesses along 17 Street will be determined based on efficient traffic movement and safety
- Where practical, access to properties will be moved to intersecting avenues along 17 Street



Have Your Say



## Have Your Say!

Please indicate if access to businesses is a concern for you on Part 1: Question 1 of the questionnaire



# NOISE IMPACTS

- A Noise Assessment Report will be completed that includes:
  - Determination of existing noise levels with actual readings
  - Prediction of future noise levels based on traffic forecasts
  - Recommendation of additional noise barriers (if required)
- The noise study will be in accordance with City of Edmonton's Urban Traffic Noise Policy (2004)
- Strathcona County Traffic Noise Policy (2007) applies to residential areas only

Existing Fence at Maple Ridge:



Have Your  
Say




**Have Your Say!**

Please indicate if noise is a concern for you on  
Part 1: Question 1 of the questionnaire





# PROJECT TIMELINE

- Public Event #1 .....June 21, 2012
  - Stakeholder Interviews.....Summer 2012
  - Development of Concept Plans .....June - September 2012
  - Noise Testing and Sampling.....July 2012
  - Presentation of Recommended Concept (Public Event #2).....September 2012
  - Presentations to Elected Officials.....Ongoing (2012)
  - Completion of Planning Study.....December 2012
  - Preliminary Engineering (North of SPF).....January - April 2013
  - Construction.....Future (Beyond 2013)
- 





# THANK YOU

## We need your input!

Please complete a questionnaire or, if you prefer, take one to fill in and submit by July 6, 2012.

Also available to be completed online at [www.edmonton.ca/roadplans](http://www.edmonton.ca/roadplans)