

Terwillegar Drive Expressway Draft Concept Plan

November 2018

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 February 27, 2018, City Council passed a motion which primarily directed Administration to maintain all current neighbourhood access from Terwillegar Drive and enhance accommodation for transit users, pedestrians and cyclists.

As a result of this motion and public input, the project team reviewed potential options for Terwillegar Drive. An expressway was identified as a solution which could potentially better address Council direction and public priorities.

On October 2, 2018 at the Urban Planning Committee of City Council, Administration presented two options for Terwillegar Drive: a freeway and an expressway. Committee unanimously accepted a motion to advance only the expressway

The expressway draft concept plan is the result of technical studies, public input, City policy and Council direction.

Project Timeline

Fall 2017	Study start
November 2017 - February 2018	Phase 1 Public Engagement: Draft Freeway Options
February 27, 2018	City Council Motion resulting in additional options
Spring 2018 - Fall 2018	Further development of freeway plan and introduction of expressway
October 2, 2018	Presentation to Urban Planning Committee (freeway and expressway options). Direction provided to advance expressway
November - December 2018	Phase 2 Public Engagement: Report back on study progress and gather feedback on expressway draft concept plan
January - Late Spring 2019	Develop recommended concept plan
Late Spring 2019	Phase 3 Public Information Sessions - report back and share recommended concept plan
2019/2020	Engineering design (if funding is approved)
2021/2022	Start construction (if funding is approved)

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Expressway and Freeway Comparison

An expressway has a slightly lower speed limit than a freeway (70 km/h), with accesses at signalized intersections and the potential to accommodate transit users, pedestrians and cyclists. Examples include Manning Drive and Gateway Boulevard/Calgary Trail (without the development in the middle).

A freeway is a high-speed (80 km/h), free-flowing roadway with access through interchanges. Conditions are unsuitable for transit, pedestrians and cyclists. An example is Whitemud Drive.

Themes	Expressway	Freeway
Cost (+/- 50%)	\$300 million	\$1.2 billion
2030 Travel Times in peak periods <i>Note: Do-nothing is 12 - 12.5 minutes in peak periods</i>	8 - 8.5 minutes	9 mins - 9.5 minutes <i>*Full freeway not constructed by 2030</i>
Construction Timeline <i>Note: Based on current funding model</i>	3 stages 10 years to construct Widening between Anthony Henday Drive and Whitemud Drive completed in Stage 1 (first four years)	8 stages 30 years to construct
Access	Maintains all current neighbourhood access	Removes south access at Haddow Drive Potentially removes north access at 40 Avenue
Traffic Diversions	Improves traffic flow on Terwillegar Drive which will minimize shortcutting traffic through adjacent neighbourhoods	Traffic potentially diverted through neighbourhood roads
Transit Opportunities	Potential for dedicated transit lanes and bus stops along Terwillegar Drive	Potential for bus-on-shoulder with stops on service roads
Active Transportation	Shared-use path along Terwillegar Drive and connections across intersections	Pedestrian access on crossing roads
Aesthetics	Similar to existing configuration	High bridge (3 level) structure at 40 Avenue/Bulyea Road - at height of second story windows
Land Acquisition	No land required	Land potentially required to accommodate some interchanges

What We Heard During Engagement

The table summarizes the feedback received during Phase 1 engagement (November 2017 - February 2018) and how it has been considered as part of the planning and design process.

What We Heard	What We Did
Alleviate congestion quickly	<p>Advance expressway plan with shorter implementation timeline than freeway</p> <p>Stage 1 includes widening the full length of Terwillegar Drive to 8 lanes</p> <p>Stage 1 includes widening the intersections</p> <p>City is assessing Adaptive Traffic Signal Controls to improve traffic flow</p> <p>Stage 2 includes widening ramps on the Terwillegar Drive/ Whitemud Drive interchange and Rainbow Valley Bridge</p>
Maintain all current neighbourhood accesses	All neighbourhood accesses have been maintained
Minimize traffic diversion through area neighbourhoods	Improving traffic flow on Terwillegar Drive will minimize shortcutting traffic through adjacent neighbourhoods
Include options for transit users, pedestrians and cyclists	<p>Plan provides a shared-use path along east side of Terwillegar Drive and connections across all intersections</p> <p>Plan allows for dedicated transit lanes and bus stops along the corridor. Transit service is being assessed.</p>
Address safety, noise and aesthetic issues	<p>Reduced congestion and higher design standards would help reduce collisions</p> <p>Projected noise levels are within City's noise policy</p> <p>Considering planting additional trees on the corridor</p>

Draft Expressway Concept Plan Overview

Motorist

Widening of roadway and intersections:

- Four lanes in each direction
- Additional turning lanes at all intersections
- Adaptive Traffic Signal Controls may further improve operations (under consideration)

Widening of the Whitemud Drive/Terwillegar Drive interchange ramps and Rainbow Valley Bridge

- Westbound to southbound ramp: widen to two lanes
- Northbound to eastbound ramp: widen to two lanes

Pedestrian/Cyclist

- Shared-use path along the east side of Terwillegar Drive
- Shared-use path connections across all intersections
- New 142 Street pedestrian/cyclist bridge

Transit

- Allows for potential future dedicated transit lanes (one in each direction) and bus stops

Landscaping

- Continue landscape naturalization
- Considering additional localized tree planting

Access

- All neighbourhood access is maintained

Expressway Construction Timeline

Construction for the expressway is divided into three stages. If funding is approved in each consecutive four-year budget cycle, the following could be the construction timeline:

Stage 1: 2019 - 2022 - Additional travel lanes in each direction between Anthony Henday Drive and Whitemud Drive, and intersection improvements at 40 Avenue/Bulyea Road, Rabbit Hill Road, 23 Avenue and Hadow Drive.

Stage 2: 2023 - 2026 - Improvements to the Whitemud Drive/Terwillegar Drive interchange and the new 142 Street pedestrian/cyclist bridge.

Phase 3: 2027 - 2030 - Improvements to the Anthony Henday Drive/Terwillegar Drive interchange.

For More Information

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