

What We Heard Report: Terwillegar Drive Expressway Draft Concept Plan

SHARE YOUR VOICE
SHAPE OUR CITY

Edmonton

October to December 2018 Public Engagement Summary: January 2019

What We Heard Report: Terwillegar Drive Expressway Draft Concept Plan

Project Overview

The City is currently developing a plan to upgrade Terwillegar Drive, between Anthony Henday Drive and Whitemud Drive, to an expressway. An expressway is a high-capacity roadway which includes widely spaced signalized intersections. The Terwillegar Drive expressway will include up to four travel lanes in each direction, increased capacity at all intersections and the Whitemud Drive/Terwillegar Drive interchange, the potential for dedicated transit lanes and bus stops, and a shared-use path on the east side of the roadway.

This is the second phase of engagement for the current Terwillegar Drive Study. Phase one was completed in early 2018 and presented freeway options for Terwillegar Drive. After analyzing the public and technical needs, an alternative solution to the freeway, an expressway, was developed. In October 2018, the City's Urban Planning Committee unanimously accepted a motion to advance on the expressway option.

For detailed information about the study and to view the draft concept plan visit:
edmonton.ca/terwillegardrivestudy

Public Engagement Process

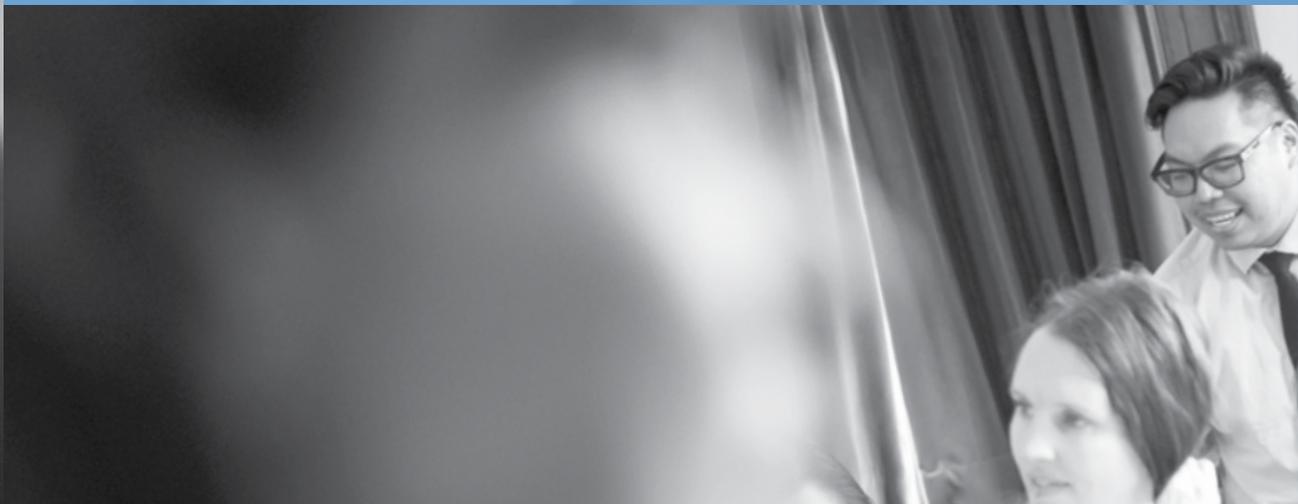
This phase of public engagement was designed to gather feedback and perspectives on the Terwillegar Drive expressway draft concept plan, including the following elements of the design:

- + Shared-use path: location and connections
- + 142 Street pedestrian/cyclist bridge: bridge styles
- + Transit accommodation: dedicated transit lanes and bus stops
- + Naturalized landscaping: locations

Between October and December 2018 engagement activities were conducted with property owners, community leagues and the public. They were engaged in the following activities to better understand concerns, opportunities and priorities, and to gather local knowledge on pedestrian, cycle and transit flow, and on naturalized landscaping:

- + Meetings with Community League Executives, Commercial Property Owners and the Terwillegar-Riverbend Association (TRAC): 7 meetings in October and November 2018
- + Public Engagement Events (November 28 and December 1, 2018): In total across both events, 362 attendees and 125 comments on maps of proposed plans for transit, pedestrians and cyclists, and landscape naturalization of the corridor
- + Public Survey (November 28 to December 15, 2018): 292 responses

This document summarizes input received from Phase 2 engagement activities.



What We Heard: Results & Findings

There continues to be significant interest in the future of Terwillegar Drive. Many comments support the decision to upgrade Terwillegar Drive to an expressway and compliment the City for listening and responding to public feedback. At the same time, some members of the public share concerns that only the expressway option is advancing and continue to request that Terwillegar Drive be made into a freeway with the inclusion of overpasses / removal of signalized intersections.

The importance of constructing the improvements quickly and ensuring the focus remains on improving traffic flow continue to be main themes in the engagement discussions.

Shared-Use Path

Respondents who are interested in bike routes and shared-use path (SUP) networks in the Terwillegar Drive area indicate they want to maximize access to both commercial and residential areas, and connect to existing paths, trails, and across Anthony Henday Drive. There is a small preference for the future pedestrian/cyclist connection between 40 Avenue and the proposed 142 Street pedestrian/cyclist bridge to route around the neighborhood (moving along Whitemud Drive). However, engagement participants also want to ensure this route includes access points into the neighborhood.

The design of the bike routes and SUP network should consider the safety of its users and minimize impacts to the flow of vehicle traffic. Recommendations are made to separate the SUP from vehicles via space and natural barriers like trees. A segment of the engagement participants indicate that a shared-use path and/or on-street bike lane is unnecessary / unwelcome.

142 Street Pedestrian/Cyclist Bridge

When designing a pedestrian/cyclist bridge over Whitemud Drive, between Bulyea Heights and Brookside, at 142 Street, the most important considerations for respondents are:

- + Cost
- + Safety
- + Consistency in design with the existing pedestrian/cyclist bridge over Terwillegar Drive (connecting Carter Crest and Leger communities with Falconer Heights and Haddow).

Some recommendations were made to create additional pedestrian / cyclist bridges over Terwillegar Drive at major intersections. With up to eight lanes of traffic to cross, some participants are concerned about pedestrian safety, especially during peak traffic and after dark.

Transit Accomodation

There are a mix of views and perspectives on the inclusion of dedicated transit lanes on Terwillegar Drive. Some believe the dedicated lanes will improve both the experience of the transit user and the free flow of vehicular traffic. Suggestions are made to include high occupancy vehicles in the transit lane.

Others are concerned that the volume of transit vehicles does not warrant a dedicated lane, that it takes away a lane that could be used to reduce passenger vehicle congestion, and that bus stops should be placed away from the expressway.

Locating transit stops at intersections is perceived to be logical and convenient for users. The public's primary concerns with the transit stop locations are related to accessing the surrounding communities:

- + If the transit stop is located on the same side of the street as their destination community, access should be easy and should not include walking up steep hills or ramps.
- + If the transit stop is located on the opposite side of Terwillegar Drive from their destination community, respondents are concerned about the safety of crossing an expressway.

Suggestions were heard during the engagement process to create more pedestrian overpasses and to provide bike lock-up spaces at transit stops.

Landscape Naturalization

Respondents would like to see trees and the naturalized landscape provide a barrier between vehicular traffic and any shared-use paths. Comments are made to include fruit bearing trees and shrubs in the mix of vegetation. It is important to participants that trees and shrubs not block the sight lines of any users along the corridor. There are concerns that naturalization could attract additional wildlife and the area could become visually unattractive if it looks uncared for.

Other Feedback

Comments were also received on additional items that did not group with the overall themes above. This included concerns about noise pollution impacting homes backing onto Terwillegar Drive, the need for the project to move quickly, support for adaptive traffic signal controls, and the need to ensure all communities continue to have access to Terwillegar Drive.

For a segment of the engagement participants, inclusion of bike lanes, pedestrian/cycle bridge, shared-use paths and transit as part of the Terwillegar Drive expressway is not the priority of the project. For these respondents, the purpose of the project should be to facilitate the expedited movement of vehicular traffic.

Next Steps

The next phase of the project will begin in late spring/early summer 2019 with engagement opportunities including public information sessions, reporting back on what was heard in Phase 2, and to share the Terwillegar Drive expressway final concept plan.

FOR MORE INFORMATION

Terwillegar Drive Project Team
Email: terwillegardrive@edmonton.ca
Online: edmonton.ca/terwillegardrivestudy

311 Contact Centre
Telephone: In Edmonton: 311; Outside Edmonton: 780-442-5311
Telephone: 780-944-5555
Email: 311@edmonton.ca