

University Avenue Corridor and 115 Street NW - Community Consultation

Recommendation

That the September 29, 2020, Integrated Infrastructure Services report CR_7587, be received for information.

Previous Council/Committee Action

At the September 3, 2019, Urban Planning Committee meeting, the following motion was passed:

That Administration provide a report to Committee following consultation with the community on possible improvements to the University Avenue Corridor and 115 Street NW intersection.

Executive Summary

The roadways in the vicinity of University Avenue and 114 Street experience considerable congestion in the morning and afternoon periods due to a combination of heavy traffic from the University, traffic that is accessing the Groat Road Bridge over the river, and the LRT crossing activity along 114 Street. Administration assessed a number of operational changes to traffic signals in an effort to address concerns expressed by Belgravia residents at a City Council Public Hearing in January 2019. Adjustments have been made to address some of these concerns and community residents have been informed through the local newsletter of the work that has taken place.

Report

University Avenue - 115 Street Intersection

The traffic signal at University Avenue and 115 Street is interconnected to 114 Street; there is often a lengthy wait for the signal to turn green for 115 Street. In the afternoon, eastbound traffic backs up through the intersection and cars often enter or wait in the intersection blocking cars from exiting Belgravia. Administration has designed signal timing changes for the 115 Street intersection to reduce the wait times for 115 Street and create more opportunities for cars to exit the community. In addition, on April 20, 2020 the pedestrian push buttons were covered, along with a number of other intersections throughout the city, to reduce the physical contact at various high demand pedestrian crossings. Overall reductions in traffic volumes city-wide due to the

COVID-19 pandemic has challenged the City's ability to assess the full effect of these changes.

University Avenue - 114 Street Intersection

This intersection operates at capacity during the morning and afternoon peak periods, with the afternoon being the most congested. Small fluctuations in traffic activity can result in substantial increases in traffic delays.

LRT crossing activity has a significant impact on the traffic delays at University Avenue and 114 Street, particularly in the afternoon peak period. On some occasions, when two opposing trains cross the intersection in succession, traffic turning to/from University Avenue and 114 Street is stopped for a considerable length of time. Traffic begins to back up and can take many signal cycles to clear. The City has made some adjustments to reduce the occurrence of these lengthy blockages. However, given the fundamental design where the LRT takes priority over traffic in all instances, there is a limit to the amount of signal green time that can be assigned to traffic.

Administration looked into the feasibility of providing a pedestrian crosswalk on the west side of the University Avenue — 114 Street intersection. Providing this crosswalk was one of the recommendations in the McKernan-Belgravia Station Area Redevelopment Plan approved by City Council in 2013. Providing this crossing appears feasible with minimal impact to traffic delays. Administration will continue to fine-tune the traffic signal and LRT timings to ensure traffic impacts are minimized. The installation of the pedestrian crossing involves modifications to the curbs and traffic islands, installation of crossing lights, push buttons and rewiring. Funding, estimated cost \$30,000, has been confirmed available within Delivery Composite - CM-99-9000. Design has been completed with the intent to install this crossing by the summer of 2021.

Public Engagement

Administration engaged a small group of representatives from the Belgravia Community League Executive to outline the approach to the analysis, observations, conclusions and recommended mitigation measures. The League Executive and Administration agreed that a broader engagement with community residents was not necessary for this topic.

The representatives consisted of the Community League President, past President, Traffic Committee Chair, and the Planning and Places Chair. Two of these individuals made presentations at the January 21, 2019, City Council Public Hearing where this inquiry originated. The Community League's Executive members were very satisfied with the information and actions being taken by the City and were appreciative of the

open dialogue. The League Executive shared information on the various changes with the community through its newsletter.

Corporate Outcomes and Performance Management

Corporate Outcome(s): Edmontonians use public transit and active modes of transportation			
Outcome(s)	Measure(s)	Result(s)	Target(s)
Edmontonians use public transit and active modes of transportation.	Transit Ridership (Rides per capita)	89.1 (2018)	105 (2019)

Others Reviewing this Report

- G. Cebryk, Deputy City Manager, City Operations
- C. Owen, Deputy City Manager, Communications and Engagement
- B. Andriachuk, City Solicitor