

What We Heard Report: Terwillegar Drive Expansion

Stage Three
August 2022

Alberta 

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Edmonton

What We Heard Report: Terwillegar Drive Expansion

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PROJECT BACKGROUND

About the project

Terwillegar Drive is a key north-south route connecting Edmontonians across the city. The road has exceeded its transportation capacity. To accommodate for the area's growth, a three-stage plan has been approved to alleviate congestion and provide all users with a safe and efficient route. Stage One of the Terwillegar Drive Expansion Program includes all road upgrades to Terwillegar Drive from Anthony Henday Drive to Whitemud Drive. Terwillegar Drive Stage Two builds on Stage One, including additional upgrades to increase the capacity of Terwillegar Drive, improve safety, accommodate current and planned transit services, and enhance existing active transportation connections. Stage Three includes road widening, Terwillegar Drive and Anthony Henday Drive interchange upgrades, dedicated transit lanes and a shared-use path.

Stage Three features

- + Widening of Terwillegar Drive/170 Street from south of Haddow Drive to Windermere Boulevard
- + Interchange upgrades, including a new northbound bridge and ramp improvements
- + A shared-use path, along the east side of the corridor, crossing Anthony Henday Drive and connecting Haddow, Terwillegar South and Terwillegar Towne on the north (Stage One shared-use path) to Windermere and Ambleside on the south
- + Dedicated transit lanes from Windermere Boulevard on the south across the interchange to match the dedicated transit lanes being constructed on Stage One on the north

WHAT WE DID

The public and stakeholder engagement process created opportunities for residents to learn about and share input on the interchange design for Stage Three of the Terwillegar Drive Expansion.

Public engagement is at the **ADVISE** level of the City's public engagement spectrum.



Communications – Spring 2022



Postcards

- + 28,980 postcards delivered to residences and businesses in south Edmonton



Bridge banners

- + One bridge banner in southwest Edmonton



Newsletters

- + 28,980 newsletters delivered to residences and businesses in south Edmonton



Online advertisements

- + Social media advertisements
- + Email notifications



Road signs

- + Six road signs in southwest Edmonton



Letters to community leagues and area stakeholders



Public and stakeholder engagement activities

This phase of public engagement took place during April and May 2022. The project team presented the draft concept for the Terwilligar Drive / Anthony Henday Drive interchange and feedback was collected through an online survey. This feedback will be used along with technical and policy factors to further develop the interchange design.



Online presentation & live Q&A session

An online event, using the Zoom platform, was held on April 26, 2022, to share the draft concept and allow participants to ask questions of the project team.

+ 61 attendees

The presentation was recorded and can be found [here](#).



Online survey

Between April 26 and May 17, 2022, a survey was available on the project webpage.

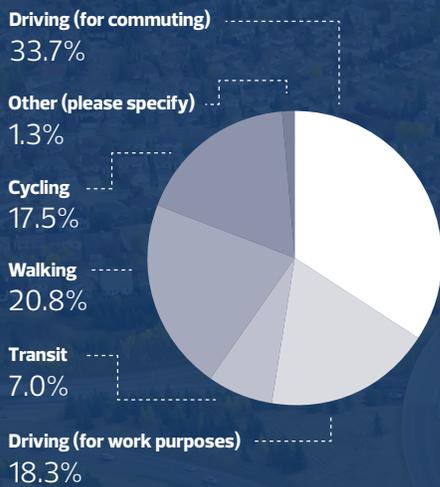
+ 221 total responses

WHAT WE HEARD

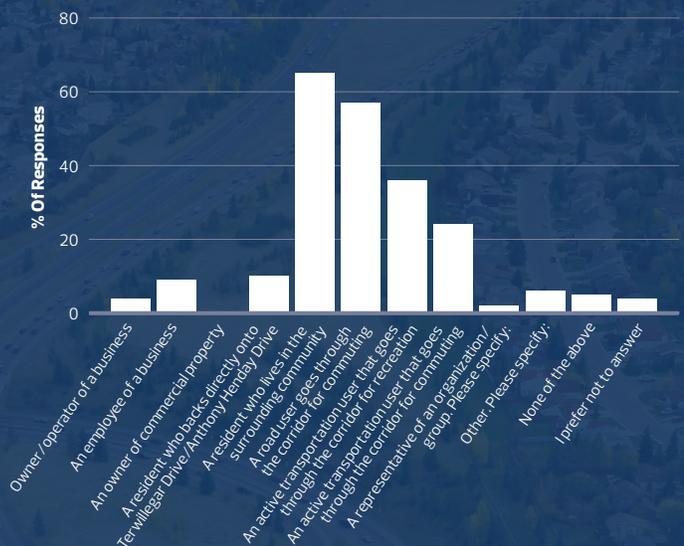
Online survey

Survey respondents represented different areas of the city, various transportation preferences and had a variety of relationships to the study area.

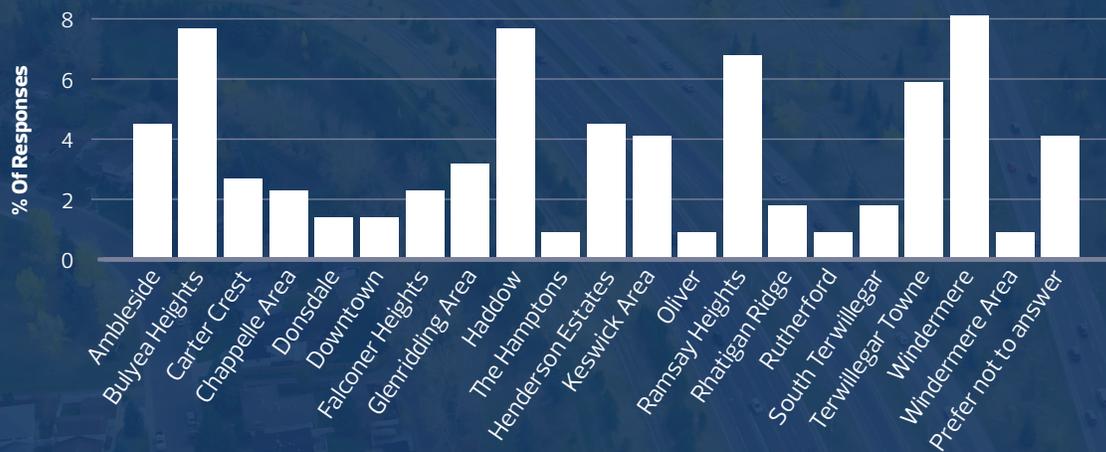
Identify the modes of transportation you frequently use.



My relationship to the project study area is:



Which neighbourhood do you live in?



What we presented and what we heard

A draft interchange concept design was shared with the public and stakeholders for Terwillegar Drive Stage Three.

Stage Three builds on the Stage One improvements. The interchange concept was developed considering feedback from previous engagement activities conducted in support of Stage One, along with technical requirements and City/Provincial plans and policies.

The concept design for the Terwillegar Drive/Anthony Henday Drive interchange is shown below. The proposed interchange concept is a separated partial cloverleaf (parclo).



Shared-use path

The design includes a shared-use path for those who walk, bike and roll across Anthony Henday Drive, connecting Haddow, Terwillegar South and Terwillegar Towne on the north side to Windermere and Ambleside on the south side, and tying into the existing sidewalk and shared-use path on Windermere Boulevard.

This shared-use path will ultimately connect to the shared-use path currently being constructed along the east side of Terwillegar Drive as part of Stage One construction (scheduled to start summer 2022).

Respondents were asked if they had anything to share about the shared-use path to be considered as the concept is finalized.



Here is what we heard:

- + Respondents want to ensure that the shared-use path is appropriately connected to the existing active transportation network, as well as key destinations. Additional and direct connections into the Currents of Windermere shopping area are desired, including a connection to the 'back' of the property. Other destinations include the Terwillegar Recreation Centre and the shared-use path which currently runs under the Anthony Henday Drive bridge.
- + Safety, specifically for those who walk and bike, is a primary concern. Respondents suggest the shared-use path should be a safe distance away from vehicle traffic and a separation be provided between bikes and pedestrians along the path itself. Crossing safety, noting the many lanes of traffic to be crossed, was highlighted, with a desire to ensure that signal timings are enough for safe crossings.
- + There is a desire to grade-separate the shared-use path from the roadway from a safety perspective, as well as the concern that the signalized crossings for shared-use path users will negatively impact traffic flow.
- + Appropriate lighting along the path is important for safety and security. From a comfort and experience perspective, benches and trees are requested.

“Pedestrians deserve a dedicated bridge over the Henday that better aligns with the shared-use paths to the east.”

“Looking at the route, it would seem to make sense to connect the shared-use path to Currents of Windermere more directly. Is there no option to access it from the north? This forces a very roundabout trip.”

Respondents were asked if they had anything to share about the transit lanes to be considered as the concept is finalized.

Here is what we heard:

- + There is the belief that transit service and ridership does not justify the need for dedicated lanes. Many respondents who are not supportive of the dedicated transit lanes perceive that they will not be highly used and suggest that they could better serve commuters if available to all vehicles.
- + Those that support the transit lanes are hopeful they will prompt an increase in transit service to the area which will begin to shift the travel mode from cars to transit. There are suggestions that the dedicated lanes should extend further south into Windermere or Ellerslie Road.
- + There is a desire for the dedicated transit lanes to become high occupancy vehicle lanes for carpool, rideshare, taxi, Uber, etc. which would encourage shared driving.

“Transit lanes can reduce the total flow on a road, open all lanes to all traffic instead of having empty lanes when no buses, etc. are passing through.”

“This is extremely critical and the best part of the concept. Anything short of true, unimpeded transit right of way will be a failure.”

Respondents were asked if they had any additional input for the City to consider for this project.

- + There is general support for the project overall and appreciation of its staging and timing within the overall Terwillegar Drive Expansion, as well as the benefits it will ultimately provide for traffic flow and safety along the corridor. Others suggest that the project will not do enough to maintain the required level of service in the area and that a full freeway configuration is preferred.
- + Some who commented on the roadway design suggest that a full cloverleaf interchange rather than a partial cloverleaf is preferred to minimize congestion. If the removal of all signals is not possible, respondents encourage the City to minimize the amount of required signals and optimize the signal timing.

“Look at minimizing lights and optimizing the cloverleaf pattern for overpasses so traffic continues to flow.”

“Looks good to me. Transit isn’t going to block off vehicle traffic and there’s consideration for some pedestrians / bicycles to get across the major roadway.”

NEXT STEPS

The project team will consider all comments received as the project moves forward with the design process for Stage Three.

Watch for information on the upcoming project stages:

2022-2023

Detailed design

2023/2024

Anticipated start of construction

Visit edmonton.ca/TerwillegarDrive for more information.

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