

Wye Road Functional Planning Study Overview and Capital Projects Update

Priorities Committee Meeting
November 13, 2018

Agenda

- Introduction of the Project Team
- History of the Functional Planning Study
- Wye Road Stakeholder Engagement
- Approval of the Study
- Completed Projects
- Ongoing Projects
- Planned Projects (short and long term)
- Questions: Priorities Committee

Introduction of the Project Team

Strathcona County:

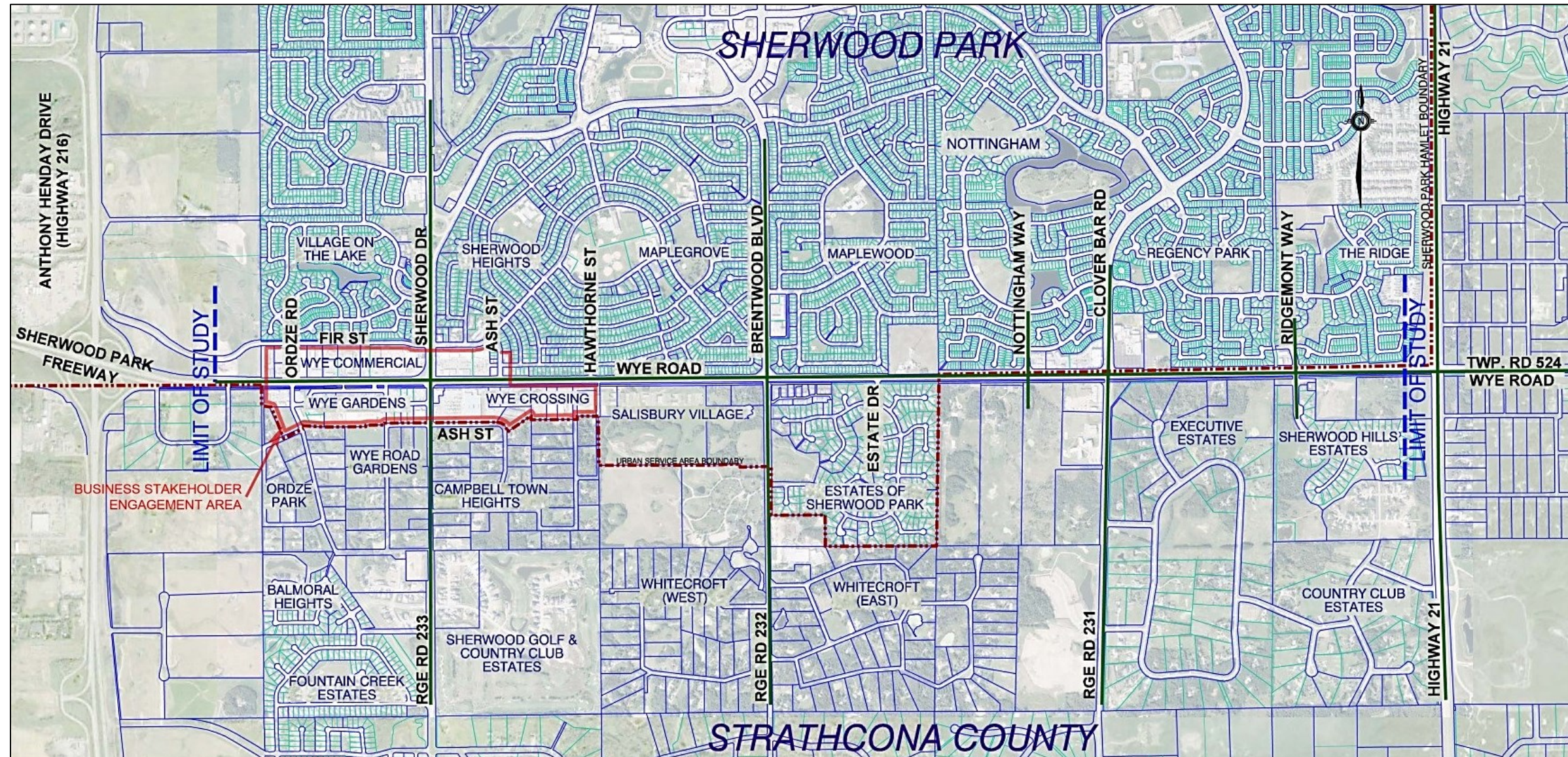
- Garry Johnston – Acting Director, Transportation Planning and Engineering
- Steve Johnson – Manager, Engineering Services and Programming
- Jason Eggen – Supervisor, Design, Engineering Services and Programming
- Ryan Anders – Manager, Planning, Engineering and Safety
- Dawn Green – Senior Advisor, Public Engagement, Communications

Consultants:

Al-Terra Engineering: Dana Leithead, Brad Crossland

ISL: Shawn Bravender (Sub-Consultant)

Study Area



History of the Wye Road Functional Planning Study (WRFPS)

- WRFPS initiated in 2006 as a result of new developments occurring along the corridor (Salisbury south of Wye Road) and increased traffic demands
- Study objectives:
 - determine a configuration that will maintain an acceptable level of operating service for the foreseeable future
 - access management plan that balances business viability and corridor integrity
 - condition assessment and capacity analysis of storm sewers
 - noise assessment and mitigation
 - trail connections, boulevard, and median landscaping
 - utility and pipeline relocations
 - improve corridor per recommendations of the Wye Road Urban Design Guidelines

History of WRFPS (cont'd)

- The WRFPS draft report was submitted to the County in 2008. Recommendations included:
 - six lane cross section with auxiliary lanes as required
 - removal of left turns at some intersections to improve traffic flow
- The report was not finalized due to:
 - on-going land use planning changes from Salisbury Village East
 - concerns raised by the stakeholders in the Wye Road business area regarding the removal of westbound left turns at Sherwood Drive
- In 2012, the Wye Road business owners were engaged to develop mutually acceptable solutions for access to adjacent businesses from the Sherwood Drive/Wye Road intersection

Level of Public Engagement



Wye Road Stakeholder Engagement

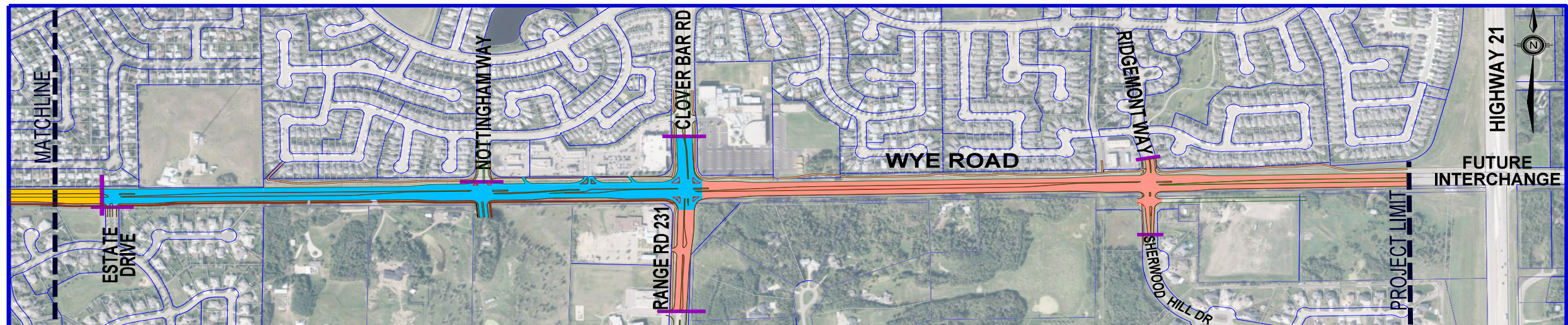
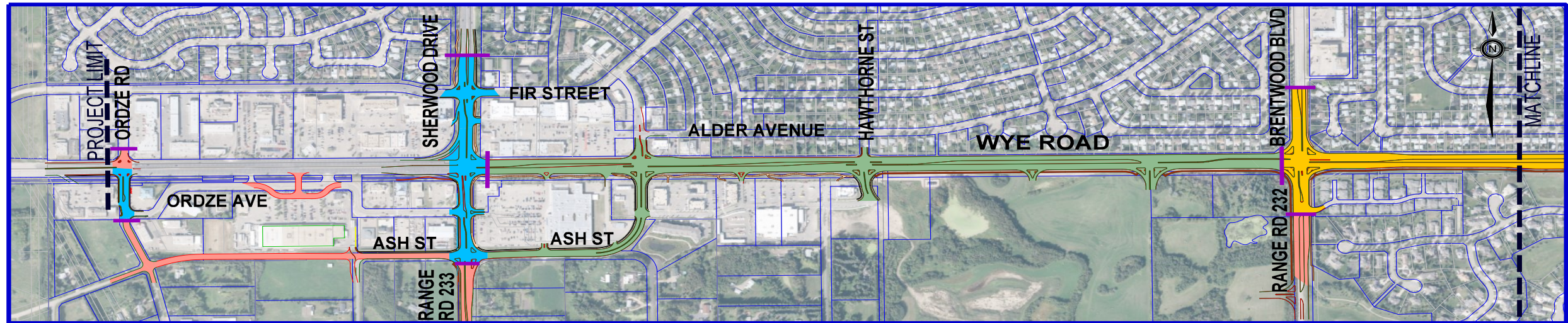
- Every business was visited a minimum of seven times over the course of the project.
- Business stakeholders developed the final plan.
- Twelve face-to-face meetings were held with stakeholders over various phases of the project.
- Vast majority of stakeholders supported the final Stakeholder developed plan.

Approval of the Study




The updated WRFPS was unanimously passed at the March 10, 2015 Council Meeting, which included the stakeholder recommended improvements at:

- Ordze Crescent/Wye Road
- Wye Road/Sherwood Drive
- along Sherwood Drive from Fir Street to Ash Street

Wye Road Overview



Short Term: 1 - 5 Years
Long Term: 6 + Years

	Improvements Complete
	Improvements Ongoing
	Improvements Upcoming (Short Term)
	Improvements Future (Long Term)

What's been done?

Construction

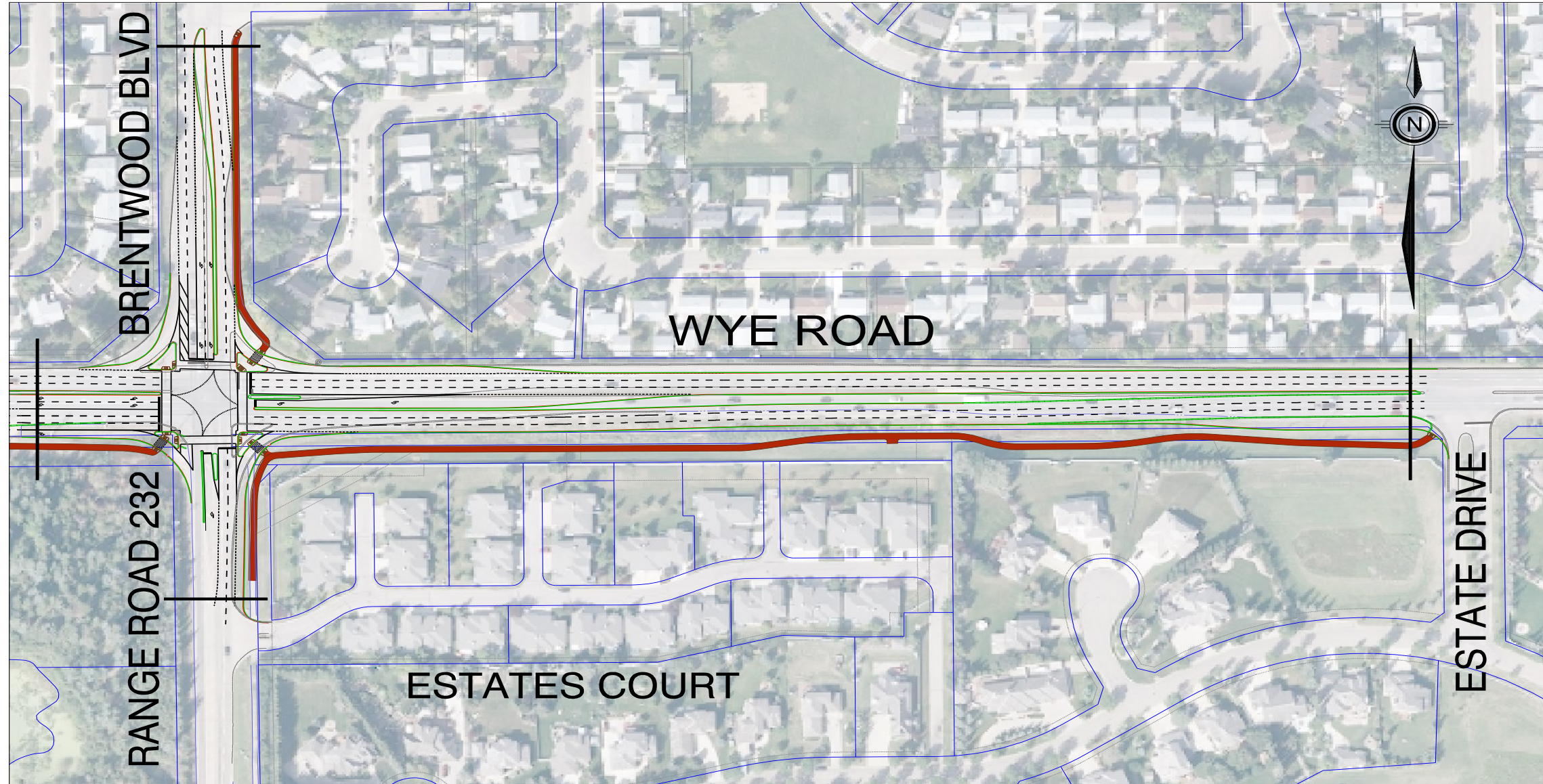
- construction of Wye Road east of Sherwood Drive to Brentwood Boulevard
- construction of Ash Street between Wye Road and Range Road 233
- all related utility removals and facility relocations from Sherwood Drive to Clover Bar Road

Design

- grade widening of Wye Road from Brentwood Boulevard to Clover Bar Road
- utility removal planning east of Clover Bar Road to Highway 21

What's ongoing? (Construction)

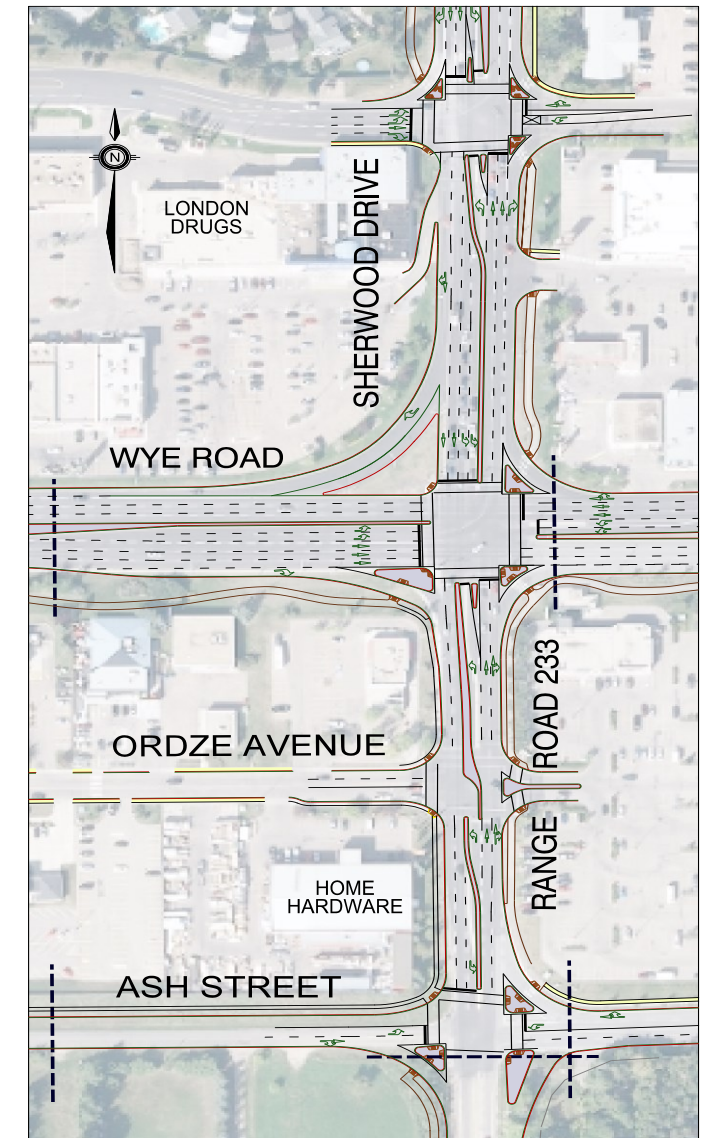
Grade widening of Wye Road from west of Brentwood Boulevard to Estates Drive



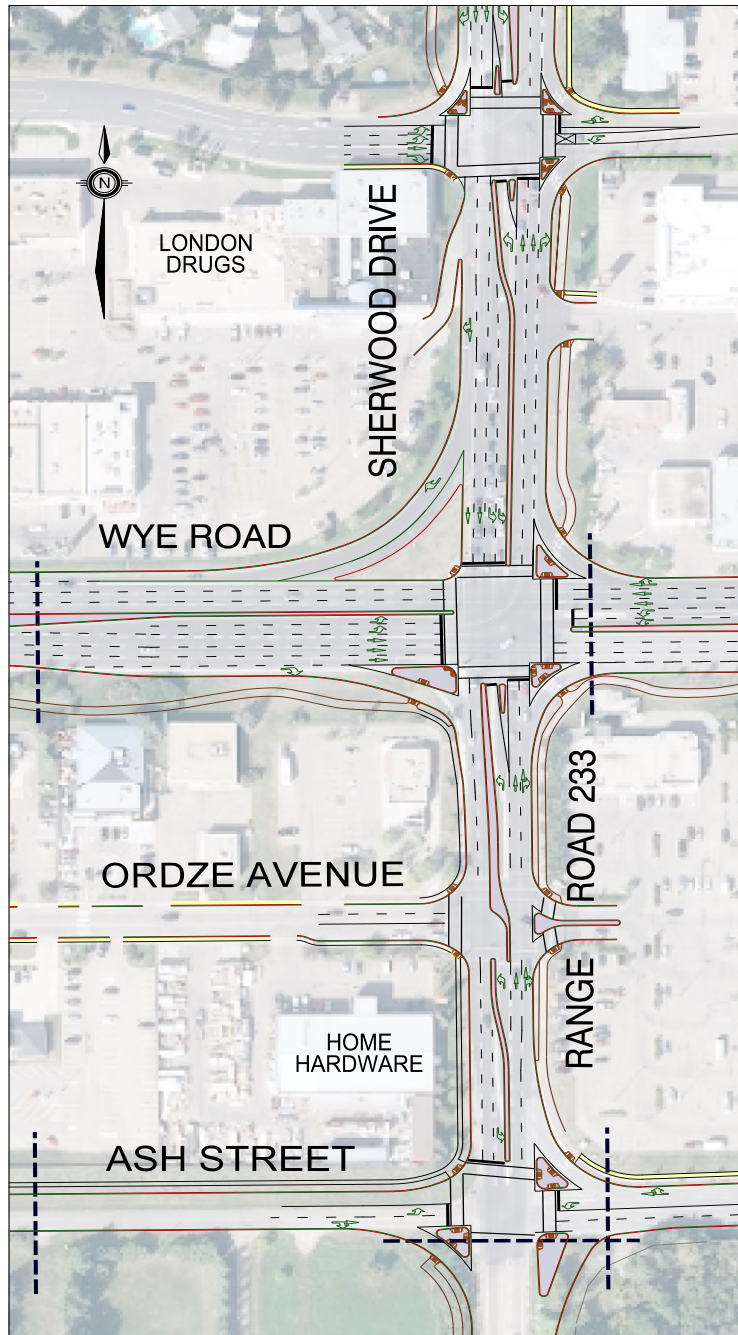
What's ongoing? (Design)

Sherwood Drive/Wye Road intersection improvements and design of the Sherwood Drive modifications from Fir Street to Ash Street. This includes:

- follows the terms outlined in the Wye Road Functional Planning Study
- closure of the southbound left turn from Sherwood Drive into Petro-Canada
- implementation of dual left turns southbound to eastbound at Wye Road/Sherwood Drive intersection
- implementation of dual left turns westbound to southbound at Wye Road/Sherwood Drive intersection
- removal of the lights at Wal-Mart and intersection modifications to remove the east/west straight through and left turn movements

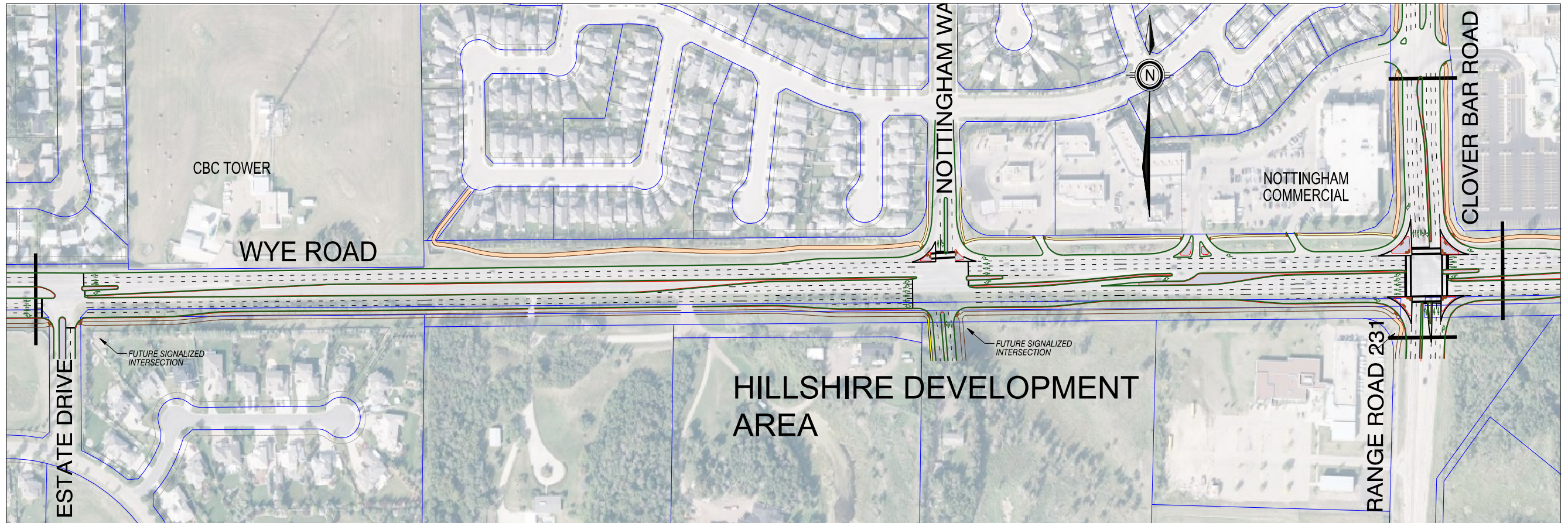


What comes next?



- Sherwood Drive modifications from Fir Street to Ash Street
- The County currently plans to advise the public and the business stakeholders of this upcoming project in early 2019
 - “Input” level engagement via two open house events
- construction is tentatively scheduled to commence in 2019 pending budget approvals

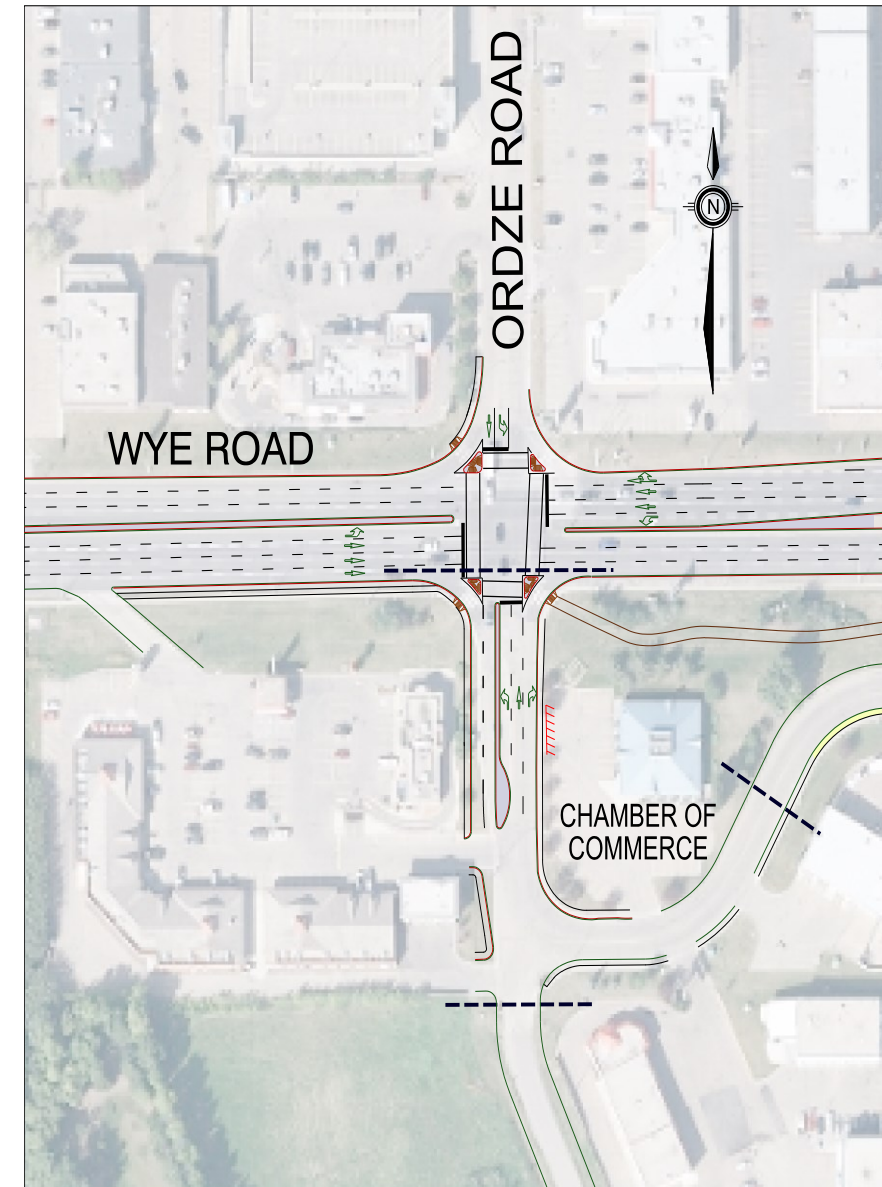
What comes next? (cont'd)



Construction of grade widening of Wye Road from Estate Drive to Clover Bar Road
(pending Council budget approval)

What comes next? (cont'd)

Design & implementation of interim improvements to the Ordze Crescent/Wye Road intersection to accommodate the expected increase in traffic demand generated by upcoming development.



Long-term Components

- design and construction Ash Street (Wye Road Gardens) extension to Ordze Crescent
- design and construction of Wye Road grade widening from Clover Bar Road to Highway 21
- design and construction of additional corridor improvements west of Sherwood Drive to accommodate long term traffic expectations
- implementation of the ultimate intersection configuration of Wye Road / Ordze Crescent intersection

Adjacent Considerations

There are several additional upcoming external linkage projects that, while outside of the scope of the Wye Road Functional Planning Study, have been considered in its formulation. These include:

- future improvements to the Range Road 231, 232 & 233 corridors
- Wye Business Center commercial development
- missing links trail connections
- Hillshire development area

Summary

- The Wye Road Functional Planning Study was unanimously approved by Council in March of 2015.
- The “empower” level of stakeholder engagement in the design process was unprecedented in Strathcona County.
- Vast majority of stakeholders supported the final Stakeholder developed plan.
- Short-term plans include implementation of the identified improvements along the Sherwood Drive & Range Road 233 corridor; along Wye Road between Estate Drive and Clover Bar Road, and the first stage improvements at the Ordze Crescent/Wye Road intersection.

Questions?