Transportation
2018-2027 Capital Improvement Program
26 Ave North (23 Street N to Scenic Dr)

Description
Design and construct the utility installation and the second two lanes of 26 Avenue North from the existing twinned section of road west of 23rd Street North to Scenic Drive North.

2026: Detail design and construction of the underground utility. Install second two lanes of the ultimate four lane arterial of 26 Avenue North from the existing twinned section of road west of 23 Street North to Scenic Drive North.

This is to accommodate traffic from existing Uplands and future Blackwolf residential developments as well and future traffic growth from the north Lethbridge commercial area.

Total Cost (2026): $11.6 million
Net increase to Operating Cost: $90,000/year
5 Ave N and 13 St N
Preliminary Design

Description
The purpose of this project is to conduct a corridor review and determine options for improvements through a functional planning study or preliminary design.

5th Avenue North (Stafford Drive to Mayor Magrath Drive) and 13th Street North (Highway 3 to 26th Avenue North) have between two to four travel lanes and sidewalks adjacent to the road.

Vehicle and pedestrian volumes continue to rise and some intersections are experiencing higher than normal incident/collision rates.

Total Cost (2019): $629,000
Net increase to operating cost: $0
Accessibility Improvements

**Description**
This program involves construction of mobility ramps for any on-street parking stalls and ramp replacements to improve pedestrian mobility. All intersections and on-street wheelchair accessible parking areas in the downtown and other areas, which are not currently constructed to this standard, must eventually be upgraded. In addition, this program will include pedestrian pushbutton upgrades to Accessible Pedestrian Signal (APS) stations and relocation of pedestrian pushbuttons to improve pedestrian accessibility at signalized intersections.

**Total Cost (2018-2021):** $2.2 million

**Net increase to Operating Cost:** $0
Annual Overlay Program

**Description**
This program includes the rehabilitation of roads throughout the City of Lethbridge transportation network. Additional money has been requested for this program to specifically address residential street conditions.

Locations are targeted using a pavement management program. This system relies on a database of condition assessments to determine road sections that require further evaluation by a technical professional. This approach yields the best value for our road rehabilitation budget.

<table>
<thead>
<tr>
<th>Total Cost (2018-2021):</th>
<th>$12.8 million</th>
</tr>
</thead>
<tbody>
<tr>
<td>Net increase to Operating Cost:</td>
<td>$0</td>
</tr>
</tbody>
</table>
Arterial Sign Replacement

Description
Information signs are located across arterial roads in Lethbridge.

This project includes fabrication and installation of new signs as per the Manual on Uniform Traffic Control Devices (MUTCD) retro-reflectivity requirements.

Total Cost (2018-2019): $500,000

Net increase to Operating Cost: $0
Bikeways, Paths and Sidewalks Along Roads

**Description**
The intent of this project is to construct new paths and bikeways along public roads. This includes rail and bridge crossings identified in the 2007 Bikeways and Pathways Master Plan and the 2016 Cycling Master Plan.

The locations of on-street bikeways must be identified with adequate planning completed to identify construction constraints.

<table>
<thead>
<tr>
<th>Total Cost (2018-2021):</th>
<th>$4.2 million</th>
</tr>
</thead>
<tbody>
<tr>
<td>Net increase to Operating Cost:</td>
<td>$40,000/year</td>
</tr>
</tbody>
</table>
Bridge Rehabilitation Program

Description
This program includes the rehabilitation of bridges and overpasses throughout the City of Lethbridge transportation network and urban parks systems. Two project locations include Whoop-Up Drive in 2018 and the 43 Street North (over the St. Mary’s River Irrigation Cannel) in 2019.

Locations are targeted using the Municipal Bridge Management System, which relies on a database of condition assessments to determine bridge structures that require further evaluation by technical professionals.

Total Cost (2018-2021): $6.5 million
Net increase to Operating Cost: $0
Chinook Trail River Crossing

Description
In November of 2009, City Council endorsed Chinook Trail as the location of a third river crossing.

The completion of this project would provide the design for a third river crossing from Scenic Drive South to University Drive West, tying into existing arterial roads.

Total Cost (2027): $5 million
Net increase to Operating Cost: $0
Description
The primary objective of this project is the timely replacement of street light poles as they deteriorate.

Locations are chosen based on the City’s Condition Assessment Program. This program started in 2010 and is being updated in 2017.

Total Cost (2018-2021): $800,000
Net increase to Operating Cost: $0
Function Planning and Design – 62 Ave N

Description
This project will focus on 62 Avenue North between Pavan Park Road North and 43 Street North. It will complete a functional plan and design for the remaining part of this north-south/east-west corridor at the north City limits. This project will determine appropriate intersection locations for the Royal View Area Structure Plan (ASP), Sherring Industrial lands and County lands adjacent to this road and develop ultimate road right-of-way requirements, laning arrangements and intersection configurations.

| Total Cost (2018): | $400,000 |
| Net increase to Operating Cost: | $0 |
Garry Drive
(Garry Station to Homestead Blvd)

Description
This project will extend underground utilities and the first two lanes of Garry Drive West to the western entrance into Country Meadows (Homestead Blvd) from Garry Station Port.

2026: The project includes detail design and construction of the utility extension and the first two lanes of the four lane arterial from the end of existing Garry Drive at Garry Station to Homestead Blvd. This will allow future development of the next phases of the Country Meadows subdivision.

Total Cost (2026): $5.5 million
Net increase to Operating Cost: $35,000/year
Gravelled Road Upgrading

Description
Additional cost added to the budget is to account for additional paving work to transition between 44th Avenue to 40th Avenue North / Blackwolf Blvd. Reconstruction (raise grade, widen and improve drainage) and surfacing of outer access gravel roads.

Total Cost (2018): $1.1 million
Net increase to Operating Cost: $0
Intersection Improvements
Growth

**Description**
This project focuses on intersection improvements (new traffic signals, improvements to the geometry of the road and pedestrian needs) addressing capacity requirements related to growth in new areas of the city.

Intersections are reviewed on a case-by-case basis. The timing and type of intersection improvement are based on operational analysis and safety requirements.

Funding for the initial four years is unavailable due to the pressure on the offsite levy account. Locations between years 5 to 10 (2022-2027 for $7.8 million) would be based on the highest warranted intersection in the growth areas.

<table>
<thead>
<tr>
<th>Total Cost (2018-2021):</th>
<th>$ 0</th>
</tr>
</thead>
<tbody>
<tr>
<td>Net increase to Operating Cost:</td>
<td>$0</td>
</tr>
</tbody>
</table>
Intersection Improvements
Non-Growth

Description
These are intersection improvements made for safety reasons, in existing, developed areas of the city. They include new traffic signals, signal equipment upgrades, improvements to the geometry of the road, pedestrian accommodation, pavement markings and addressing capacity and safety requirements. Improvement may also be made pertaining to traffic calming measures at either intersections, or along the road between intersections. Traffic calming improvements may include:

• bulb outs at intersections
• mini roundabouts
• lane restrictions and chicanes (narrowing)

Total Cost (2018-2021): $6.7 million
Net increase to Operating Cost: $0
Major Sidewalk Rehabilitation Program

Description
This program targets major rehabilitation of sidewalks throughout the City of Lethbridge transportation network.

Locations are targeted by the Sidewalk Inventory System. This system relies on condition assessments to determine replacement sections.

Total Cost (2018-2021): $1.2 million

Net increase to Operating Cost: $0
Métis Trail (Coalbrook to Macleod Dr W)

Description
This project completes Métis Trail down to the north end of Watermark in west Lethbridge.

This construction is necessary to accommodate increases in traffic due to residential growth in this area. The installation of the major sanitary sewer and water is required to service the additional residential development in Copperwood and Watermark.

2027: Detail design and construction of the first two lanes of the arterial road and underground utilities from Coalbrook Link to Macleod Drive West.

Total Cost (2026): $5.15 million
Net increase to Operating Cost: $0
Métis Trail (Temple Blvd to Coalbrook Gate)

**Description**
This project completes Métis Trail between Coalbanks Link to the next entrance into Copperwood in west Lethbridge.

It includes a combination of underground utilities and the arterial road extension required for the growth of Copperwood.

**Total Cost (2020):** $6.9 million

**Net increase to Operating Cost:** $69,000/year
**North Scenic Drive**
*(Uplands Blvd N to 40 Ave N)*

**Description**
This project would design and construct the first two lanes of Scenic Drive from Uplands Blvd to 40th Avenue North/Blackwolf Blvd. It is necessary to accommodate increases in traffic due to residential growth in north Lethbridge.

2017: Complete preliminary design for Scenic Drive North from 26 Avenue North to Pavan Park access.

2020: Detailed design and construction of the first two lanes of the four lane arterial from Uplands Blvd to 40 Avenue North/Blackwolf Blvd. This will accommodate traffic from Hardievile, Legacy Ridge, Legacy Park and future developments such as Blackwolf Phase 2 and Royal View.

**Total Cost (2020):** $4.85 million

**Net increase to Operating Cost:** $52,000/year
Paved Lane Rehabilitation Program

**Description**
This program focuses on paved lanes (back alleys) throughout the City of Lethbridge transportation network and includes underground improvements to address drainage concerns.

Locations are targeted by the Lane Inventory System. This system relies on visual condition assessments to determine replacement sections.

<table>
<thead>
<tr>
<th>Total Cost (2018-2021):</th>
<th>$1.4 million</th>
</tr>
</thead>
<tbody>
<tr>
<td>Net increase to Operating Cost:</td>
<td>$0</td>
</tr>
</tbody>
</table>
Railway Rehabilitation Program

Description
This program targets major rehabilitation of railway spur lines and road crossings throughout the City of Lethbridge transportation and industrial railway system.

This infrastructure requires rehabilitation to keep the streets and railway operational and maintain safety. As part of the Alberta Transportation Rail Safety regulations, extensive testing/inspections and rehabilitation are required at the rail signals every ten years (2022). This system relies on intersection assessments to determine new traffic control measures to maintain safety and upgrade the existing system.

Total Cost (2018-2021): $2.8 million

Net increase to Operating Cost: $59,000/year
Traffic Signals Replacement

Description
This project ensures timely replacement of Traffic Control Devices (signals) as they reach the end of their service life. Replacements may include concrete bases, detection systems, signal poles, traffic controllers, cabinets, underground conduits and pedestrian hardware.

Total Cost (2018-2021): $2.8 million
Net increase to Operating Cost: $0
Transportation Master Plan

Description
This project would retain planning and transportation consultants to update the 2012 Transportation Master Plan (TMP) in 2020.

The Transportation Master Plan of 2012 included transit and transportation policy components. The TMP update in 2020 will review plan implementation for the road, transit and policy components of the 2012 TMP and provide direction for the future.

<table>
<thead>
<tr>
<th>Total Cost (2020):</th>
<th>$1.05 million</th>
</tr>
</thead>
<tbody>
<tr>
<td>Net increase to Operating Cost:</td>
<td>$0</td>
</tr>
</tbody>
</table>
University Drive
(Community Stadium to SunRidge Blvd W)

Description
This project would design and construct the second two lanes of University Drive West from the existing four lane section just south of the University of Lethbridge Community Stadium access to SunRidge Blvd and the new access to RiverStone.

This is necessary to accommodate increases in traffic due to residential growth in southwest Lethbridge from SunRidge, RiverStone, Canyons and Paradise Canyon.

Total Cost (2021-2022): $11.6 million
Net increase to Operating Cost: $115,000/year
University Drive
(Walsh Drive to Commercial Access)

Description
The project will extend underground utilities and the first two lanes on University Drive to begin development in the commercial area north of the Canadian Pacific railway and adjacent to University Drive in west Lethbridge.

2025: Design and construction of the utility extension and arterial road on University Drive from Walsh Drive to the first commercial access.

Total Cost (2025): $8.15 million
Net increase to Operating Cost: $53,000/year
Description
This project will include the design of University Drive from Walsh Drive in west Lethbridge to the Highway 3 interchange. It will be designed to an urban standard which includes boulevards, curbs and gutters.

2024: Preliminary design for both the eventual four lane road and detailed design for Stage 1 (the first two lanes) of University Drive from Walsh Drive to Highway 3. This road upgrade will allow for the development of land north of Bridge Drive.

Total Cost (2024): $450,000
Net increase to Operating Cost: $0
Walsh Drive
(University Dr to west of Métis Trail)

Description
This project has been combined with upgrades and twinning of Walsh Drive and adjusted to 2022, reflecting the requirements of sewer and road capacity.

The underground utilities extension is required to complete the trunk sewer serving west Lethbridge from Métis Trail to Bridge Drive. This extension will tie in and extend utility services along the north edge of the Country Meadows development.

The project will design, to an urban standard, the first two lanes of a four lane divided road from Westside Drive to 400 m west of Metis Trail. It will also construct a four lane divided road from University Drive to Westside Drive.

Total Cost (2022-2023): $21.3 million
Net increase to Operating Cost: $83,000/year