

December 15, 2025
03-23-0056

Kirk Kwan
Planning Coordination, Development Services, Urban Planning And Economy
6th Floor, Edmonton Tower
10111 – 104 Avenue NW
Edmonton AB T5J 0J4

Dear K .Kwan:

**Re: University of Alberta West 240 Neighbourhood Area Structure Plan
Alternate Collector Network Review Draft v2**

Bunt & Associates (Bunt) prepared the University of Alberta West 240 Neighbourhood Area Structure Plan Transportation Impact Assessment, Draft v3¹ (Draft TIA v3) in December 2025 based on the land use concept currently being proposed on behalf of the University of Alberta Properties Trust (UAPT). Through the review of the proposed neighbourhood concept and previous versions of the draft TIA, the City identified the need for a collector link between the proposed West 240 neighbourhood and Grandview Heights to the north, generally as an extension of the existing 129 Street south of 62 Avenue, to accommodate transit operations.

At this time, a collector link has not been included in the land use concept; therefore, it is not included in the TIA. While the primary purpose of the link would be to accommodate transit, a collector link could also be used by residents to move between the two neighbourhoods. In order to estimate the potential traffic impacts associated with the provision of a collector link between the West 240 neighbourhood and Grandview Heights, Bunt reviewed the neighbourhood model developed for the Draft TIA v3. The following summarizes the results of the review.

¹ Oberg, C., University of Alberta West 240 Neighbourhood Area Structure Plan Transportation Impact Assessment, Draft v3, Bunt & Associates Engineering Ltd., December 15, 2025.

TRAFFIC MODEL UPDATES

The traffic model prepared for the Draft TIA v3 was updated to include the extension of 129 Street from 62 Avenue to 61 Avenue. A portion of 61 Avenue west of 127 Street would also be required to be upgraded to a collector roadway. The assignment of trips to the network was revised as follows based on the provision of the link. It is noted that the provision of 129 Street is not anticipated to attract trips from 122 Street that do not have an origin or destination within either Grandview Heights or the West 240 neighbourhood.

Residential Trips

The original model assumed that traffic generated by residential land uses fronting onto 62 Avenue would primarily use 62 Avenue to access 122 Street. With the addition of a 129 Street link, the option to use roadways within Grandview Heights to access 122 Street was considered for other residential lands in the northwest portion of the plan area. Generally, it was assumed that approximately half of the external residential trips generated from the northwest residential land uses would use roadways within Grandview Heights and the remaining would use roadways within the West 240 neighbourhood. As the Draft TIA v3 identified capacity and operational constraints for the eastbound left turn movement at the 62 Avenue/122 Street intersection under the existing stop control, outbound traffic heading north on 122 Street was reassigned to 63 Avenue. A change in the traffic control at 62 Avenue/122 Street was not considered.

Non-Residential Trips

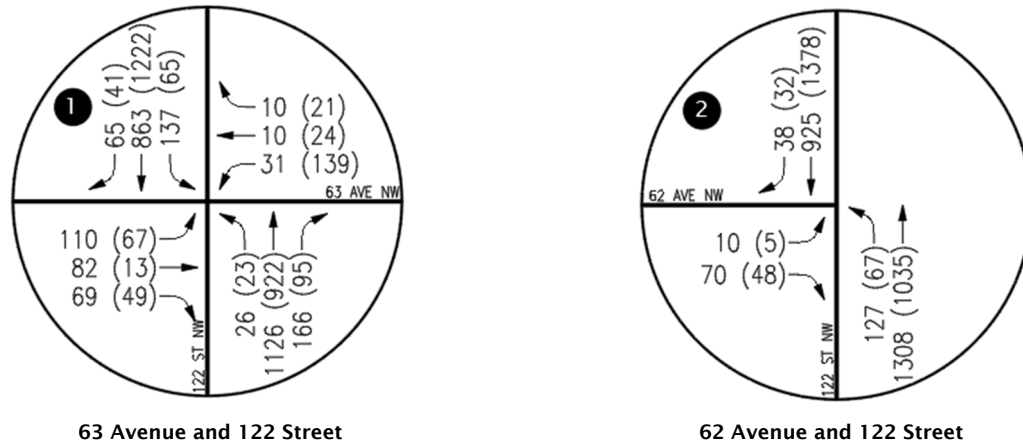
Trips generated by non-residential uses within the West 240 neighbourhood with an origin/destination within Grandview Heights were assumed to use 129 Street if the connection is provided. This includes trips to/from the schools, commercial uses, and office uses. As a result, non-residential traffic was reassigned from 122 Street to 129 Street.

Traffic Volume Estimates – 129 Street Collector Option

Based on the above noted model updates, it is estimated that up to 710 two-way vehicles per day (vpd) could utilize a 129 Street collector link south of 62 Avenue. This is in addition to approximately 350 vpd anticipated to use alley connections to 62 Avenue generated by fronting on residential uses.

Within Grandview Heights, site generated traffic on 62 Avenue west of 122 Street is projected to be in the order of 570 vpd and site generated traffic on 129 Street could be up to 490 vpd.

The updated AM and PM peak hour site volume projections were added to the background volumes from the Draft TIA v3 to identify the total peak hour volumes under the 129 Street collector option. The updated total turning movement volumes at the 62 Avenue/122 Street and 63 Avenue/122 Street intersections are shown in **Figure 1**.

Figure 1: 2045 Total Traffic Volume Estimates – 129 Street Collector Option – AM (PM) Peak Hours

TRAFFIC REVIEW

Daily Volumes - 129 Street

As noted, it is projected that 129 Street south of 62 Avenue could accommodate in the order of 710 vpd. While this magnitude of daily traffic can be accommodated within a typical local roadway standard, a collector roadway would be required to accommodate ETS vehicles.

Based on the 2045 Background Traffic Volume Estimates in the Draft TIA v3, total daily volumes along 62 Avenue west of 122 Street could be in the order of 2,070 vpd, which is within the threshold for a collector roadway.

Background volumes are not available for 129 Street between 62 Avenue and 63 Avenue; however, based on the current roadway characteristics, which include parking on both sides of the roadway and a single travel lane, it is anticipated to accommodate daily volumes less than 1,000 vpd. If the 129 Street connection is provided to the West 240 neighbourhood to accommodate transit, 129 Street would need to be revised to accommodate two travel lanes (one in each direction) through the restriction of parking on one side. This revision would also increase the capacity of the roadway; therefore, it is anticipated the roadway could accommodate the addition of up to 490 vpd under this scenario. The parking restriction is not required in the Draft TIA v3.

122 Street Intersections – 129 Street

The development of the 129 Street collector link is anticipated to result in changes in travel patterns at the 62 Avenue/122 Street and 63 Avenue/122 Street intersections. While it is projected the intersections could accommodate additional residential traffic from the northwest, the reassignment of non-residential trips would reduce traffic at these intersections. Based on a review of the intersection volumes, the addition of the 129 Street link is projected to result in a change in site generated traffic patterns at the intersections; however, a similar magnitude of site generated volume is projected along the collectors to/from 122 Street.

Updated intersection assessments were completed based on 129 Street Collector Option total traffic projections. As outlined in **Tables 1** through **4**, the intersections are anticipated to operate at similar levels of services as outlined in the Draft TIA v3.

Table 1: 63 Avenue and 122 Street – AM Peak Hour

DIRECTION	EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND		
MOVEMENT	L	T	R	L	T	R	L	T	R	L	T	R
Draft TIA v3- 2045 Total - Actuated/Coordinated (120s cycle, SB Prot L)												
Geometry	L/TR			L/LT/R			L/T/T/R			L/L/T/TR		
Volume (vph)	85	82	87	31	10	10	39	1150	166	137	863	65
v/c	0.49	0.74		0.26	0.12	0.03	0.12	0.53	0.18	0.50	0.35	
Delay (s)	50.6	44.1		46.8	39.2	0.2	9.3	9.3	0.8	58.4	7.5	
LOS	D	D		D	D	A	A	A	A	E	A	
95th Queue (m)	35	63		13	9	0	m6	51	2	28	62	
Intersection Delay:						15.8	Intersection LOS:					B
129 Street Collector Option - 2045 Total - Actuated/Coordinated (120s cycle, SB Prot L)												
Geometry	L/TR			L/LT/R			L/T/T/R			L/L/T/TR		
Volume (vph)	110	82	69	31	10	10	26	1126	166	137	863	65
v/c	0.63	0.66		0.21	0.11	0.03	0.08	0.52	0.18	0.50	0.35	
Delay (s)	57.8	41.3		43.5	39.1	0.2	9.4	9.5	0.8	58.4	7.4	
LOS	E	D		D	D	A	A	A	A	E	A	
95th Queue (m)	43	56		12	9	0	m4	52	2	28	62	
Intersection Delay:						16.1	Intersection LOS:					B

Table 2: 63 Avenue and 122 Street – PM Peak Hour

DIRECTION	EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND		
MOVEMENT	L	T	R	L	T	R	L	T	R	L	T	R
Draft TIA v3 - 2045 Total- Actuated/Coordinated (120s cycle, SB Prot L)												
Geometry	L/TR			L/LT/R			L/T/T/R			L/L/T/TR		
Volume (vph)	58	13	64	139	24	21	40	931	95	65	1222	41
v/c	0.31	0.27		0.44	0.43	0.07	0.19	0.41	0.12	0.31	0.48	
Delay (s)	46.1	14.4		50.5	50.0	0.5	10.0	8.0	0.6	57.2	8.2	
LOS	D	B		D	D	A	B	A	A	E	A	
95 th Queue (m)	24	15		32	31	0	9	54	2	16	97	
Intersection Delay:						12.6	Intersection LOS:					B
129 Street Collector Option - 2045 Total -- Actuated/Coordinated (120s cycle, SB Prot L)												
Geometry	L/TR			L/LT/R			L/T/T/R			L/L/T/TR		
Volume (vph)	67	13	49	139	24	21	23	922	95	65	1222	41
v/c	0.36	0.23		0.43	0.43	0.07	0.11	0.40	0.12	0.31	0.48	
Delay (s)	47.7	15.8		50.3	49.8	0.5	9.0	7.8	0.6	57.2	8.2	
LOS	D	B		D	D	A	A	A	A	E	A	
95 th Queue (m)	27	14		32	30	0	m6	53	2	16	97	
Intersection Delay:						12.7	Intersection LOS:					B

Table 3: 62 Avenue and 122 Street – AM Peak Hour

DIRECTION	EASTBOUND		NORTHBOUND		SOUTHBOUND	
MOVEMENT	L	R	L	T	T	R
Draft TIA v3 - 2045 Total --Unsignalized (EB Stop)						
Geometry	LR		L/T/T		T/TR	
Volume (vph)	22	57	124	1333	945	36
v/c	1.02		0.28			
Delay (s)	>120		13.2			
LOS	F		B			
95 th Queue (m)	42		9			
Intersection Delay:		7.1	Intersection LOS:		A	
129 Street Collector Option - 2045 Total - Unsignalized (EB Stop)						
Geometry	LR		L/T/T		T/TR	
Volume (vph)	10	70	127	1308	925	38
v/c	0.58		0.28			
Delay (s)	60.4		13.1			
LOS	F		B			
95 th Queue (m)	22		9			
Intersection Delay:		2.8	Intersection LOS:		A	

Table 4: 62 Avenue and 122 Street

DIRECTION	EASTBOUND		NORTHBOUND		SOUTHBOUND	
MOVEMENT	L	R	L	T	T	R
Draft TIA v3 - 2045 Total - Unsignalized (EB Stop)						
Geometry	LR		L/T/T		T/TR	
Volume (vph)	9	40	53	1057	1405	20
v/c	0.47		0.18			
Delay (s)	67.2		15.8			
LOS	F		C			
95 th Queue (m)	16		5			
Intersection Delay:		1.7	Intersection LOS:		A	
129 Street Collector Option - 2045 Total - Unsignalized (EB Stop)						
Geometry	LR		L/T/T		T/TR	
Volume (vph)	5	48	67	1035	1378	32
v/c	0.36		0.22			
Delay (s)	42.7		16.3			
LOS	E		C			
95 th Queue (m)	11		6			
Intersection Delay:		1.4	Intersection LOS:		A	

CONCLUSIONS

Based on a review of the model developed for the preparation of the Draft TIA v3, the extension of 129 Street south of 62 Avenue could accommodate in the order of 710 vpd. The overall magnitude of traffic estimated to utilize roadways within Grandview Heights under the 129 Street Collector option is anticipated to be appropriately accommodated by the existing roadway network and intersections; however, it is noted that revisions to 129 Street between 62 Avenue and 63 Avenue are projected to be required to accommodate transit operations.

It is anticipated that the above provides an appreciation for the potential traffic impacts associated with the extension of 129 Street collector south of 62 Avenue. While the provision of the link is not anticipated to generate significant traffic through the Grandview Heights neighbourhood, based on the Draft TIA v3, the link is not required to accommodate the build out of the West 240 neighbourhood. The provision of two new collector links to 122 Street at 60 Avenue and 56 Avenue are projected to appropriately accommodate the traffic generated by the West 240 neighbourhood.

Please contact the undersigned with any questions regarding this submission.

Yours truly,

Bunt & Associates



Catherine Oberg, P.Eng.
Principal

Written with respect and gratitude for the Traditional Territories upon which we work and live.

This document entitled "U of A West 240 NASP, Alternate Collector Network Review, Draft v1" was prepared by Bunt & Associates for the benefit of UAPT in support of the proposed Neighbourhood Area Structure Plan for the West 240 lands. The analysis and conclusions/recommendations in the report reflect Bunt & Associates' best professional judgment based on the knowledge and information available to Bunt & Associates at the time of preparation.

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