



THE WAY WE MOVE

**YELLOWHEAD TRAIL and 149 STREET
FREEWAY CONCEPT PLAN**

**Public Presentation to
Transportation Committee**

July 10, 2013

TRANSFORMING | EDMONTON

BRINGING OUR CITY VISION TO LIFE

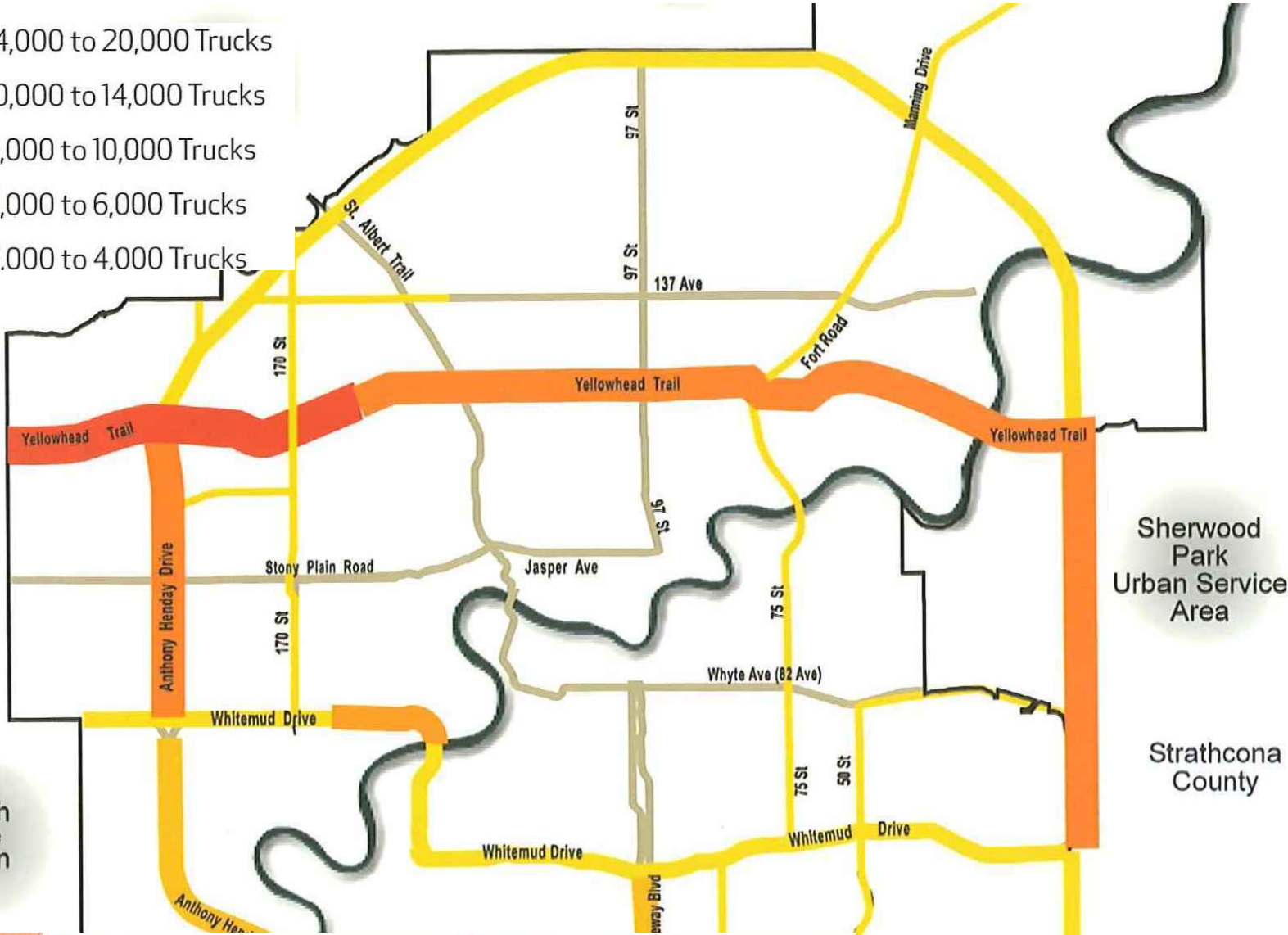


Purpose of Report and Presentation

1. Background to project
2. Inform on the public involvement process
3. Status of YHT 149 Street planning project
4. Present two viable strategies for freeway operation
5. Identify the costs of each strategy
6. Next steps for project

Trucks on Yellowhead Trail

- 14,000 to 20,000 Trucks
- 10,000 to 14,000 Trucks
- 6,000 to 10,000 Trucks
- 4,000 to 6,000 Trucks
- 2,000 to 4,000 Trucks

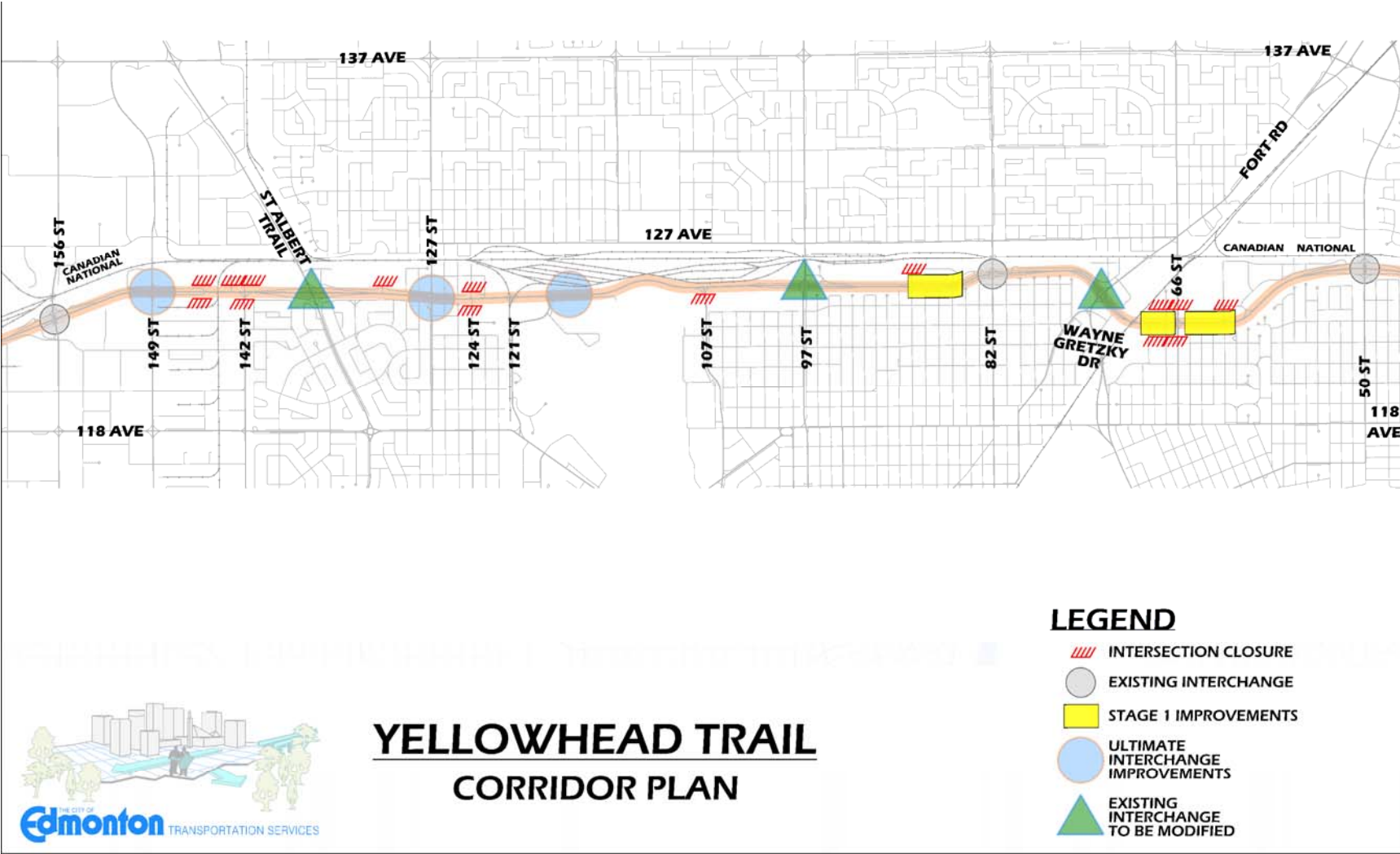


WHY A FREEWAY?

- Yellowhead Trail is a key component of the Inner Ring Road
- Yellowhead Trail is 24 Hour Truck Route and a Dangerous Goods Route
- Traffic volumes on Yellowhead Trail double to 120,000 vehicles per day by 2044
- Yellowhead Trail accommodates 20,000 trucks per day by 2044
- The corridor will breakdown by 2044 with existing traffic signals



Yellowhead Trail Strategic Plan



Public Involvement Process

The process used in this project was a combination of the normal process of:

- Public Open houses with comment forms
- One to one stakeholder interviews
- Discussions with internal stakeholders
- Discussions with external stakeholders such as CN Rail and utility companies

ADDITIONAL:

- Workshops with key stakeholders:
 - to explain technical considerations in detail
 - to have each member think about the big picture
 - to generate a better understanding of recommendation

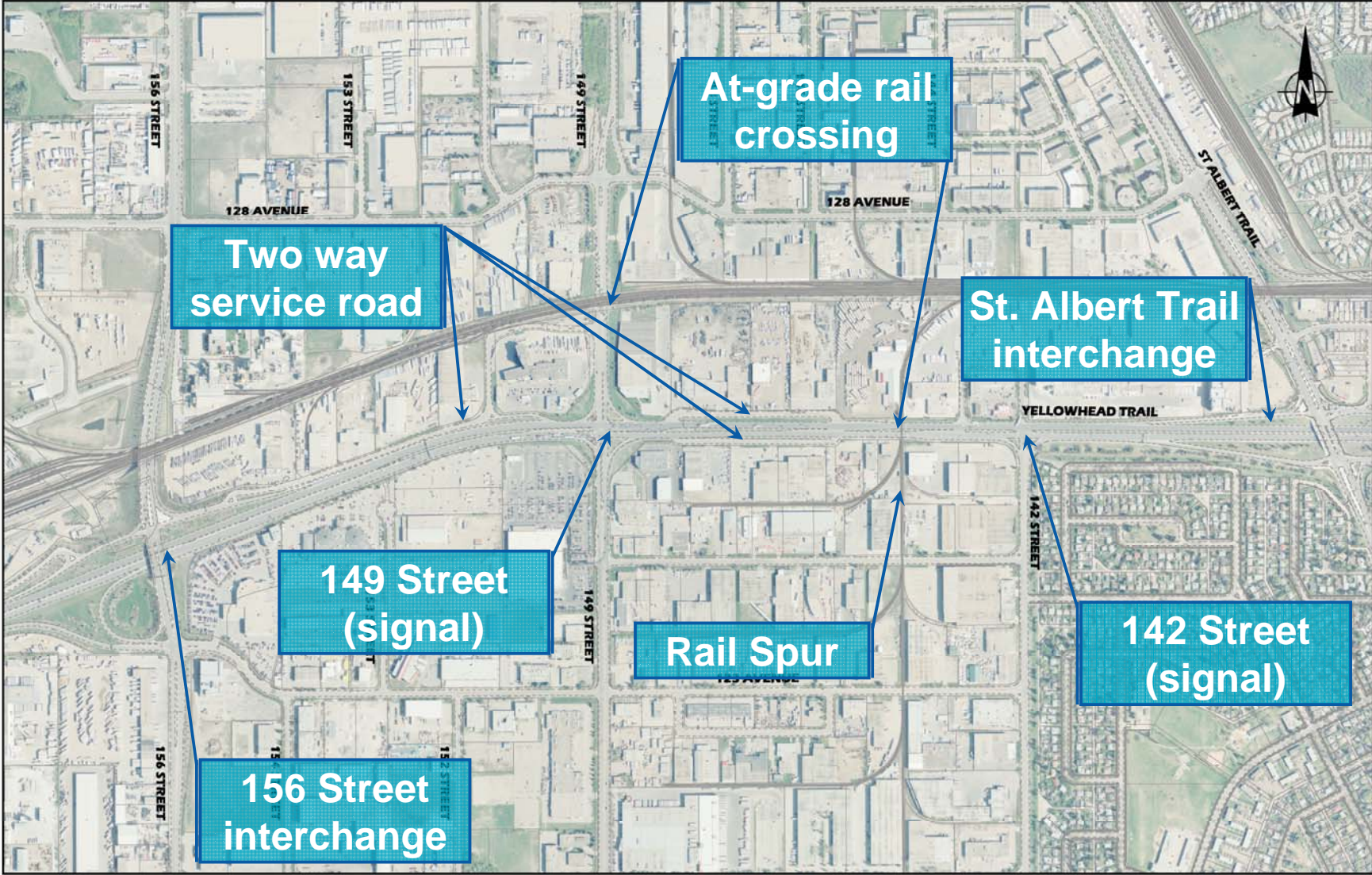


Public Involvement Process

- A project website was developed and has been maintained throughout the project.
- A project mailout/newsletter was sent to **1600 addresses** in the area.
- **June 2012 Open House** held at project start - 53 people attended.
- 11 interviews with key stakeholder groups.
- **Five (5) Stakeholder Input Group (SIG) workshops** to systematically work through issues, constraints, ideas, and preferences (**15 people each time**).
- Follow up meetings with other area stakeholders (**4 groups**).
- **Over 400 hours** of public involvement time to date.



Existing Features

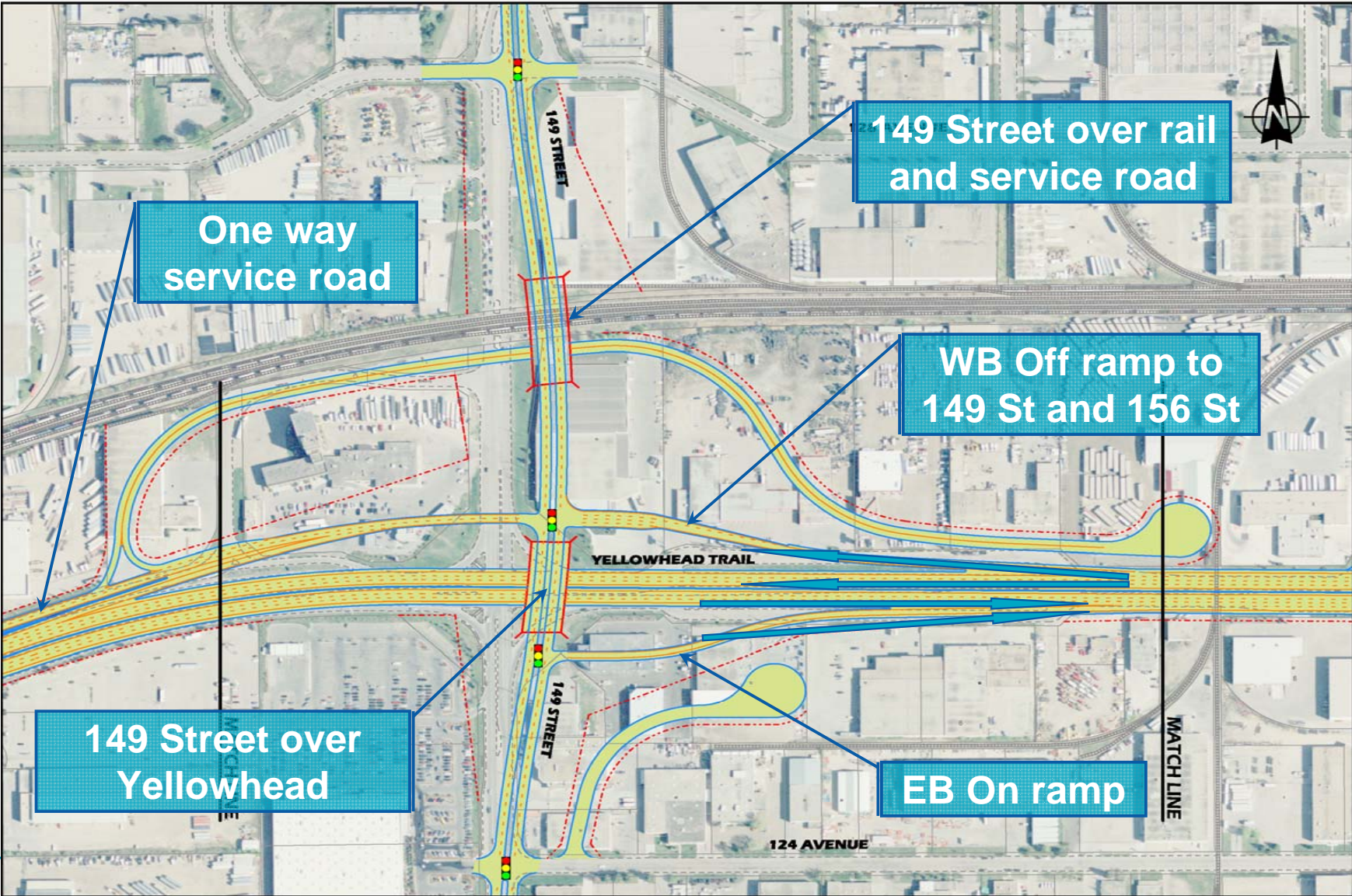


Freeway Strategies

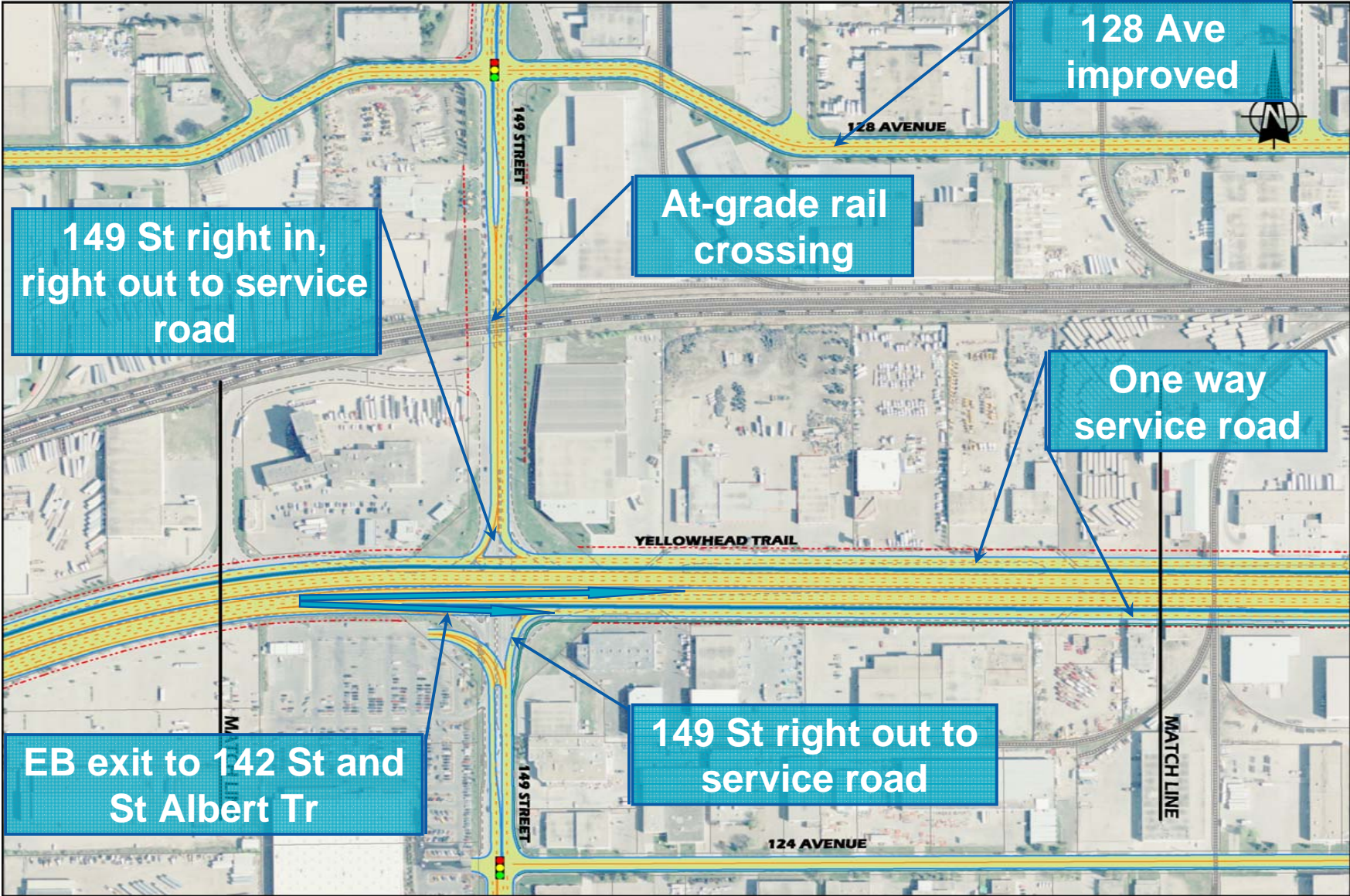
- Over 35 freeway configurations were developed and each had up to 5 access sub-options.
- These included full closure, right-in right-out, flyover, and interchange options.
- SIG and project team evaluated and refined the options using evaluation criteria and detailed technical analyses.
- 2 Freeway Strategies are before Committee.
- In both strategies, the existing at-grade spur line rail crossing has been assumed to be removed.



Freeway Strategy A: 3/4 Diamond Interchange



Freeway Strategy B: No Interchange One Way Service Roads



Transportation Network Operations

Traffic modeling for 2044 was used to evaluate each strategy.

1. Strategy A:

- Balanced volumes on 170 St, 156 St, 149 St, and St. Albert Trail.
- Intersection improvements required on 149 Street.

2. Strategy B:

- Minimal to moderate traffic impact on 170 St, 156 St, and St. Albert Trail.
- Parallel routes on 128 Avenue, 123 Avenue, and 124 Avenue require some improvements.



Technical Preferences

The project team prefers Strategy B because of:

- Good access to the businesses along the corridor
- Lower estimated cost of \$170-215M
- Lower land and business impacts
- Achieves free-flow in this area
- Preferred strategy by Stakeholder Input Group



Next Steps

- Complete further technical analyses.
- Seek further input from SIG and other area stakeholders.
- Refine the strategies and complete a final evaluation.
- Prepare a concept plan and report for the recommended strategy.
- Hold a public open house (September 17) to present the recommended plan for comment.
- Return to Transportation Committee with the final concept plan in early 2014.



Thank you!
QUESTIONS?

