

## Reporting Back

### What We Heard | What We Did Report October 2018

#### 97 Street to 82 Street Area: Delton Business Area Engagement

##### Project History

In November 2011, Edmonton City Council endorsed the Yellowhead Trail Freeway Conversion Strategic Plan. With funding in place, this plan aims to change Yellowhead Trail into a freeway by 2026-2027. This means three lanes of free-flowing traffic in each direction, travelling at a target speed of around 80 km/hr. To do this, the current traffic lights and access on or off Yellowhead Trail at 89 Street will need to be removed.

Engagement during the concept planning for 89 Street / Yellowhead Trail intersection closure was carried out in 2011. Interviews with key stakeholder groups and an interactive information session were held in August 2011. In addition to this engagement activity, several one-on-one conversations with business owners/operators in this area via email, phone, or in-person took place during the concept planning phase. Information and feedback gathered through this engagement was carried forward and considered in the development of the 97 Street to 82 Street area design plans shared with the Delton Business Area in Spring 2018.

##### Engagement Background

Thank you to everyone who has taken the time to share input on this project. As part of the public engagement process, we are committed to reporting back on how your input was collected and used.

In Spring 2018, stakeholders were engaged on different elements of the 97 Street to 82 Street project with the goal of identifying a way to balance the needs of the Delton Business Area with the vision of turning Yellowhead Trail into a freeway.

# What We Heard | What We Did Report October 2018

## Spring 2018 Engagement

### WHO WE ENGAGED

Delton Business Area



Business Owners/Operators



Commercial Property Owners



Community Leagues

### HOW WE ENGAGED

2 Workshops (May 2018)

Operations Questionnaire (May-June 2018)

June 13 Workshop

Community League Meetings (May-June 2018)

### WHAT WE ASKED

Design Adjustments (REFINE)

Construction Planning (ADVISE)

Signage and Wayfinding (ADVISE)

Construction Planning (ADVISE)

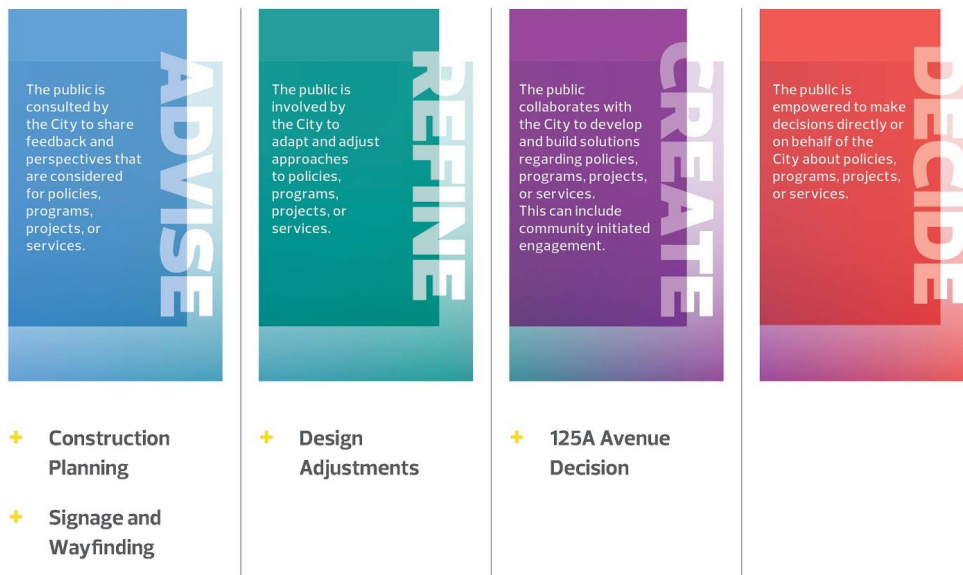
125A Avenue - One Way or Two Way (CREATE)

Design Adjustments (REFINE)

The Public Engagement spectrum is a tool that explains the four roles the public can play when they participate in City of Edmonton Public Engagement activities. As you move within the spectrum, there is an increasing level of public influence and commitment from the City and the public.

The decisions or questions we engaged on during Spring 2018 have been placed on the spectrum below to show their different levels of influence.

## Engagement Spectrum and Decisions



# What We Heard | What We Did Report October 2018

## What We Heard

Figure 1: Engagement Themes

This infographic shows the key themes of input that we heard during our Spring 2018 engagement. Larger circles represent the themes we heard the most. The smaller text in each circle shows some examples of each theme.



# What We Heard | What We Did Report October 2018

## What We Heard | What We Did

*The section below connects each decision or question with a response or update from the City.*



## Design Adjustments (REFINE)

Stakeholders were invited to help provide input on the design for the area between 82 Street and 97 Street in a way that balances the needs of the business area and the vision of Yellowhead Trail becoming a freeway.

Three key themes were identified in the input gathered. These themes, along with the City's response, are summarized below:

### **Sidewalk**

#### *What We Heard*

Area businesses support adding a sidewalk along 125A Avenue to improve pedestrian safety.

#### *What We Did*

The project team added a sidewalk that will run the whole length of 125A Avenue connecting missing pathways in the area.

### **Access to Businesses**

#### *What We Heard*

It is important that an alternative access route to the Delton Business area is included in order for businesses to maintain their customers.

#### *What We Did*

The 89 Street intersection needs to be removed in order to achieve the vision of Yellowhead Trail being changed into a freeway. This means that customers will have to travel to 97 Street or 82 Street to access businesses in the Delton business area. Modifications to the design plan could not be made that would allow for an alternative access due to other technical factors such as safety and freeway design standards.

### **Access for Large Trucks**

#### *What We Heard*

Improved access and turning area for large trucks is needed.

## What We Heard | What We Did Report October 2018

### What We Did

The project team adjusted the design plan to support better access and movement for large trucks. Changes such as corner improvements and truck turning aprons will be made to the area.

A complete description of design improvements for large trucks in the 97 Street to 82 Street Area can be found in Appendix B.



### 125A Avenue – One Way or Two Way (CREATE)

Property owners and business owners/ operators were invited to participate in a unique opportunity to provide input and witness the decision being made between two roadway designs for 125A Avenue between 89 Street and 85 Street:

1. A one way road with on-street parking
2. A two way road without parking

The intent of this meeting was to collaborate with stakeholders in a real-time decision-making process.

### What We Heard

Businesses voiced that while parking was important to them for their customers and employees, the two way design was their preferred option because maintaining traffic flow is a higher priority for their businesses than on-street parking. However, several attendees highlighted their concern with the loss of on-street parking and asked if the project team can explore alternatives.

### What We Did

The project team considered this input, along with technical and safety factors, and decided to proceed with the two way road option.

Alternative parking options have also been explored. These options will be communicated directly with businesses in the area.

## What We Heard | What We Did Report October 2018



### Signage and Wayfinding (ADVISE)

Wayfinding is a type of information system that guides people through an area or space.

#### What We Heard

Customers knowing how to find businesses is a key priority for business owners/ operators.

#### What We Did

Wayfinding for the full length of Yellowhead Trail will be completed and implemented as part of the overall conversion program.



### Construction Planning (ADVISE)

Questionnaires were given to local businesses asking about their operations. Responses included information about the types of vehicles that access their site (along with how, and how often), their hours of operation, short- and long-term plans for their businesses, and if their business has a busy or slow season or day of the week. The information from these questionnaires will be reviewed and considered during construction planning later in 2019.

Construction decisions have yet to be made and will be reported in spring of 2019.



### Other Feedback

During engagement activities, a number of additional issues and ideas were raised. A few examples of other feedback we heard are identified below.

# What We Heard | What We Did Report October 2018



A full description of the City’s response to all other feedback is shared in Appendix D.

# What We Heard | What We Did Report October 2018

## Next Steps

### 97 Street to 82 Street Area Project Next Steps

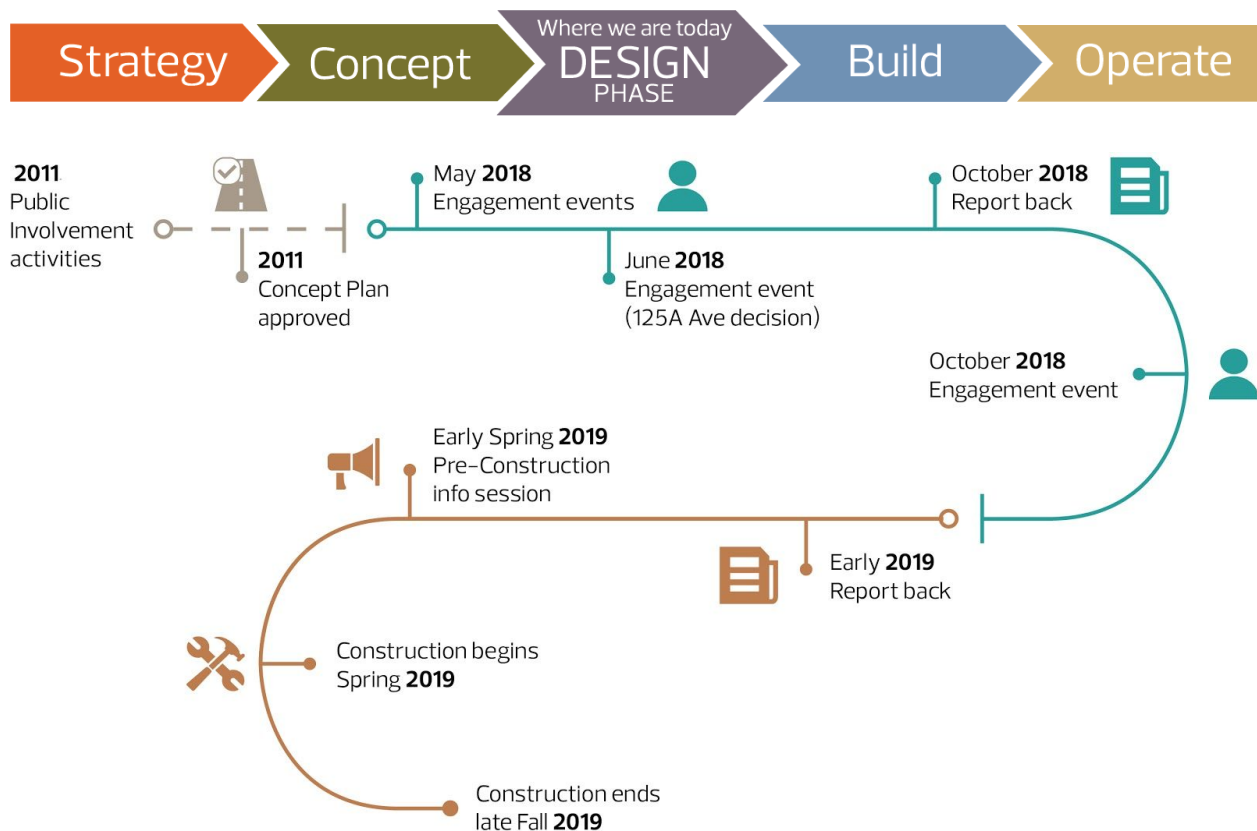
An event will be held on October 16 for the public to share their feedback on the recommended design plans and to let the City know what information is important for the public to receive during construction.

### Yellowhead Trail Public Engagement Session

**October 16, 2018 from 3-7 PM**

**Delton Community League (12325 88 Street NW)**

Feedback from this event will be considered in the final design plan created for the the area and shared with the public on the website and at the pre-construction information session.





# What We Heard | What We Did Report October 2018

## **Yellowhead Trail Freeway Conversion Program Next Steps**

Engagement for the Yellowhead Trail Freeway Conversion Program is being conducted across the Edmonton Metro Region from September to November 2018 including an online survey, pop-up booths, and stakeholder meetings and interviews. A public report about what we heard will be available in early 2019.


Transforming Yellowhead Trail into a freeway by 2026–2027 will require multiple construction projects at several locations along Yellowhead Trail and surrounding roadways. Construction will start in 2019 on the network roads parallel to Yellowhead Trail in the 149 Street area and the service road between 97 and 82 Street.

The multiple projects that are part of the freeway conversion are at various stages of planning. Sign up online for updates to stay informed and learn about public engagement opportunities: [edmonton.ca/YellowheadTrail](http://edmonton.ca/YellowheadTrail).

# What We Heard | What We Did Report October 2018

## Appendices

### Appendix A: Expanded Content- 125A Avenue Decision- Input and Response




<p style="text-align: center;"><b>Question</b></p> <p style="text-align: center;">Which of the two 125A Avenue Roadway Design options (one way or two way) will balance roadway functionality with diverse business operations best?</p> <p style="text-align: center;"><b>(CREATE)</b></p>	
<p style="text-align: center;"><b>How We Engaged</b></p> <div style="text-align: center;">  <p style="text-align: center;"><b>June 13 Workshop</b></p> </div>	
What We Heard	What We Did
<p>On-street parking on 125A Avenue is heavily used, and stakeholders wanted to know if an alternative parking option would be included in design.</p> <p>Attempts to restrict parking in the area have not been effective, and further attempts may divert parking to 126 Avenue. This will create a challenge for trucks to turn on and off 126 Avenue.</p>	<p>Following the June 13th decision for the two way road design option, removing on-street parking along 125A Ave between 89 St and 85 St, the project team has explored alternative parking options for the Delton Business area. These options will be communicated directly with businesses in the area.</p>
<p>Widen 125A Avenue to allow for both two way movement and parking.</p>	<p>The project team explored the possibility of widening 125A Avenue prior to the June 2018 event, however this would require additional property and the relocation of multiple utilities. Given these impacts, the widening option was not pursued.</p>
<p>Parking should be kept away from access points on 126 Avenue through the use of no parking signs.</p>	<p>Businesses interested in installing no parking signs can contact Parking Services in the City to request this installation. The request must include written consent from the land title owner(s) of all neighbouring properties.</p>

# What We Heard | What We Did Report October 2018

<p>Maintain emergency vehicle access to 125A Avenue.</p>	<p>The project team presented the design options to Fire Rescue Services before the June 13 workshop. Input from Fire Rescue Services was included as a consideration during the June workshop and has been incorporated into the latest design.</p>
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# What We Heard | What We Did Report October 2018

## Appendix B: Expanded Content- Design Input and Response



<p><b>Question</b></p> <p>How can we adjust the design plans between 97 Street to 82 Street in a way that balances the needs of the Delton business area with the vision of Yellowhead Trail becoming a freeway?</p> <p><b>(REFINE)</b></p>	
<p><b>How We Engaged</b></p> <div style="display: flex; flex-direction: column; align-items: center; justify-content: center;"> <div style="margin-bottom: 10px;">  <p><b>Workshop</b></p> </div> <div style="margin-bottom: 10px;"> <p><b>May Workshops</b></p>  </div> <div style="margin-bottom: 10px;"> <p><b>June Workshop</b></p>  </div> <div> <p><b>Community League Meetings</b></p> </div> </div>	
<p><b>What We Heard</b></p>	<p><b>What We Did</b></p>
<p>Several stakeholders identified the existence of a goat trail and the fact that bikes and pedestrians are moving through the area. There was concern that with the changes on 125A Avenue, that this would get increasingly unsafe for people that walk or bike.</p> <p>Some community league members expressed that a sidewalk would be a waste of money if it is not a high use pedestrian area and if the sidewalk does not connect to other pathways.</p>	<p>Design plans were adjusted to include the missing sidewalk from 97 Street to 89 Street and from 85 Street to 82 Street along 125A Avenue.</p> <p>Community leagues were told about the existence of a goat trail and other stakeholder</p>

## What We Heard | What We Did Report October 2018

	feedback indicating that it is a high pedestrian use area. Members were also assured that the sidewalk would connect to an existing pathway.
Make sure that large trucks are able to move around and access the 89 Street area, including 125A Avenue and at interchanges.	The design includes road modifications to allow large truck movements around the service road and interchanges.
An additional access point to 125A Avenue through the CN Rail corridor would resolve many issues.	Access through the CN Rail corridor would cross numerous tracks and create significant conflicts between vehicle movements and CN rail operations so an additional access point will not be explored.
Investigate and resolve potential visual obstructions.	Prior to final design, obstructions within the project limits will be addressed.
U-Turns for trucks are difficult or result in traffic conflict, but often need to be done.	A mountable truck apron has been included in the design for the west to east U-turn movement at the 97 Street interchange. The existing 82 Street interchange accommodates this movement and will remain.
Length of merging lanes is insufficient for trucks to accelerate up to 80 km per hour from 82 Street to get on Yellowhead Trail	Design plans were adjusted to include a longer acceleration lane from 125A Ave onto the Yellowhead Trail on-ramp west of 82 Street.



# What We Heard | What We Did Report October 2018

## Appendix C: Expanded Content- Signage and Wayfinding Feedback

Signage and Wayfinding (ADVISE)	
<p style="text-align: center;"><b>How We Engaged</b></p> <div style="text-align: center;">  <p><b>May Workshops</b></p>  <p><b>June Workshop</b></p> </div>	
What We Heard	What We Did
Create a wayfinding plan for the design of the 89 Street area to make finding your way around easier.	Wayfinding for the full length of Yellowhead Trail will be completed and implemented as part of the overall conversion program.

# What We Heard | What We Did Report October 2018

## Appendix D: Expanded Content- Other Feedback and Response

Other Feedback	
<p><b>How We Engaged</b></p>  <p><b>May Workshops</b></p>  <p><b>June Workshop</b></p>	
What We Heard	City Response
Waste management services are mostly done by private companies in the area. They have specific access needs.	Roadway modifications have been designed to ensure vehicles larger than waste management vehicles can access the 82 to 97 Street area. Construction planning will consider waste management access during construction.
The proposed changes cut off the 'lifeline' of locals by removing access to businesses.	Safe design for the freeway conversion requires the removal of signals and closure of the intersection at 89 Street. The project team has worked with business owners to understand their access needs resulting from this closure and has designed modifications to ensure adjacent interchanges will accommodate access requirements.
The subject of the June 13 meeting isn't broad enough. The public doesn't know enough about the project to discuss everything that is important for the 125A Avenue decision. Without knowing more about the future design of the 89 Street Area it's hard to provide good input.	Public engagement for the project has been completed in a series of events, with feedback from each event resulting in design decisions presented at subsequent events.  Broader design discussions were held prior to the June 13 meeting, leading to the overall design as presented at the June 13 meeting. The focus of the meeting was to prioritize the design options

## What We Heard | What We Did Report October 2018

	for 125A Avenue, which did not impact previous design decisions.
Things that project team and City staff are saying don't always make sense, or are different from what other staff are saying.	All staff receive regular updates on the project. Members of the public are encouraged to check the website ( <a href="http://www.edmonton.ca/yellowheadtrail">www.edmonton.ca/yellowheadtrail</a> ) or email questions to <a href="mailto:yellowhead@edmonton.ca">yellowhead@edmonton.ca</a> for the most up-to-date information on the project.
Building bridges could reduce the impact of intersection closure from 82 Street to 97 Street.	The distance between the 82 Street and 97 Street interchanges just meets design standards for a freeway. Building a new bridge between the two existing interchanges will therefore not meet the vision of the freeway conversion.
Trees are blocking business signage on 125A Avenue.	The project team will work with Forestry to trim shrubs and trees where necessary.
Will this project change if the provincial government changes following the election?	All levels of government have committed funding to the project.
Utility poles could be buried on 125A Avenue to improve visibility and achieve a more modern aesthetic.	Burying power lines would require property owners to cover the cost of moving private existing service connections underground. The current project timelines and budget do not allow for burying power and other services currently located on utility poles.
Increase the amount of green space in the area (e.g. by planting trees).	Design elements like landscaping will be considered for the full length of Yellowhead Trail as part of the overall conversion program.
Do not close traffic lights at 89 Street until there is proper access at 82 Street.	89 Street will remain open until the construction of all other modifications identified as part of the project are complete. The project team will address this as part of construction planning with the contractor who will be doing the work next year.
125A Avenue-area business and property owners have a variety of peak days, times, and seasons that that should be considered in construction planning. The unique access needs of each business should also be considered.	Access to businesses will be maintained throughout construction. The business operations information provided will be considered during construction planning.



# What We Heard | What We Did Report October 2018

<p>Address traffic control issues in the 82 Street to 97 Street area, including traffic light sensor loops and durations, turning conflicts, congestion, and inconsistent speed limits on Yellowhead Trail.</p>	<p>Yellowhead Trail will be upgraded to a freeway with a target operating speed of 80 km/hr. Modifications in the 82 to 97 Street area have been designed to mitigate the impacts of the freeway conversion.</p>
<p>Consider widening roadways to relieve congestion.</p>	<p>The Yellowhead Trail Freeway Conversion Program does not have funding to address existing congestion. The City continually monitors roadway operations and prioritizes improvement projects throughout Edmonton in each four- year capital budget cycle.</p>