

# Thank you for choosing to be here today.

Learn about the design plans for  
Yellowhead Trail between 50 Street  
and North Saskatchewan River.

The Edmonton logo is a blue square with the word "Edmonton" in white. The background of the slide features a dark grey, textured design with various icons and symbols, including a yellow arrow, a white truck icon, and a white arrow pointing up and right. The text "Edmonton" is positioned in the bottom right corner of the slide.

Edmonton

50 Street to North Saskatchewan River: **Yellowhead Trail East Widening**







# Yellowhead Trail Freeway Conversion Program

## Strategic Plan



\*Subject to Planning and Design

### Legend






- |   |  |
|---|--|
|  Highway 16/<br>Yellowhead Trail |  Existing Interchange<br>To Be Modified |
|  Intersection Closure            |  Fort Road Widening                     |
|  Existing Interchange            |  Yellowhead Trail Widening              |
|  Future Interchanges             |  |



50 Street to North Saskatchewan River: **Yellowhead Trail East Widening**

# Preliminary Design



-  Yellowhead Trail from 50 Street to the North Saskatchewan River will be widened from two to three lanes in each direction.
-  Existing northbound to eastbound ramp at Yellowhead Trail and Victoria Trail interchange will be closed until the North Saskatchewan River bridges are widened.
-  A new ramp connection will be provided for the northbound to eastbound movement at Yellowhead Trail and Victoria Trail interchange.
-  Ramp changes will be made on an as-needed basis to provide safer conditions for drivers.
-  Median openings and accesses will be reviewed to provide safer conditions for drivers.

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# Project Phases



**Strategy:** In 2011, the City explored the technical changes needed between 61 Street and the North Saskatchewan River to support the conversion of Yellowhead Trail into a freeway.

**Concept Phase:** The concept plan was created in August 2016.

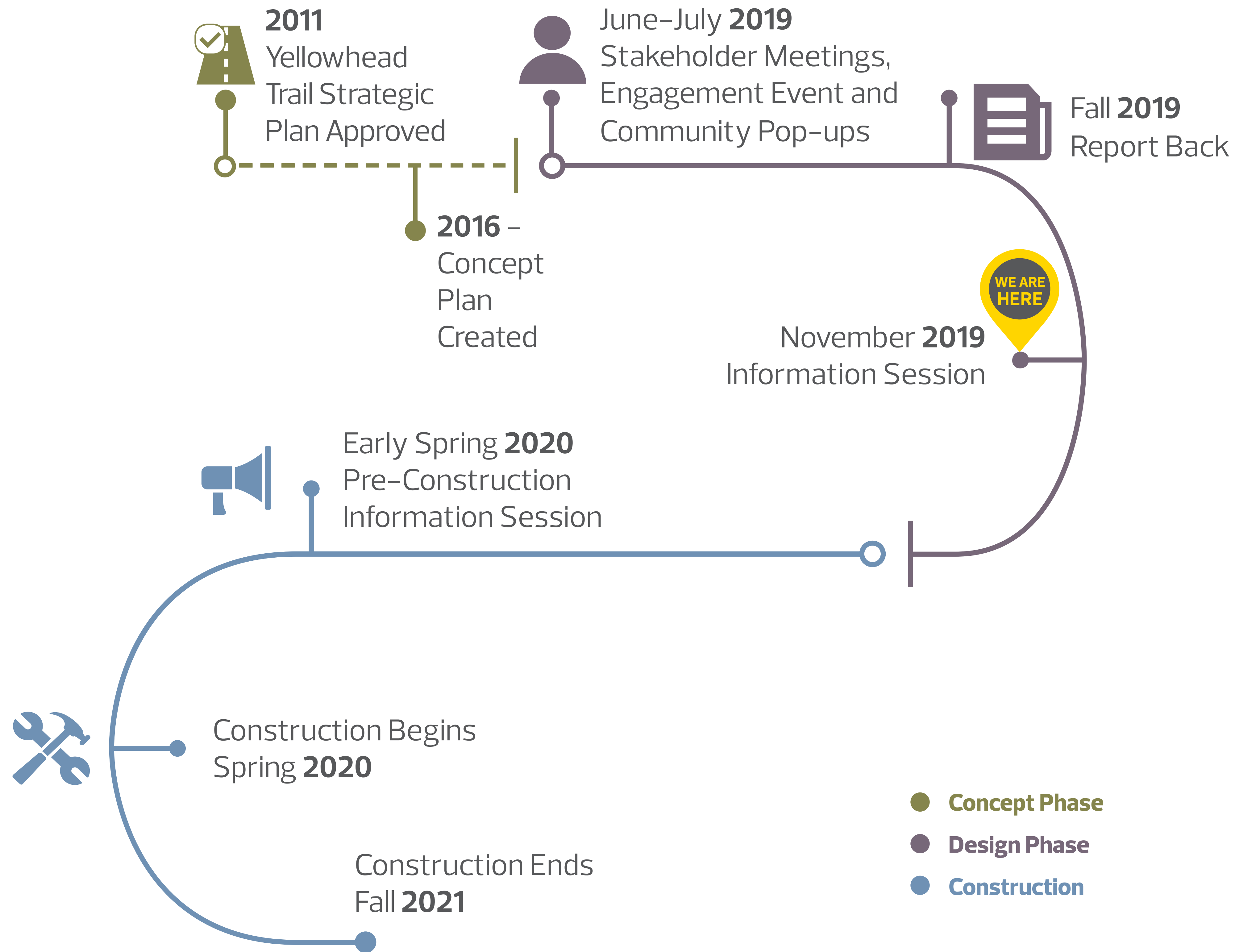
## Design Phase:

- The public and stakeholders were invited to share their views on how this segment of the Yellowhead Trail is used.
- The public and stakeholders will learn about the final design that has considered the input gathered throughout this project phase.

**Build:** Construction will begin in 2020. The final design will be applied to the area.

**Operate:** Construction will be completed by the end of 2021 and the area will be fully open for use in its new form.




# Project Timeline



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# Public and Stakeholder Engagement

## How we asked

-  **2 community pop-ups:** over 60 participants
-  **1 public engagement event:** over 70 participants
-  **8 stakeholder meetings:** over 15 participants

## What we asked

We asked the public and stakeholders to **ADVISE** the project team on the following areas for consideration during project design and communications:

- Current user experience along the Yellowhead Trail between 50 Street and the North Saskatchewan River
- Current user experience with the shared use path along Victoria Trail
- Communications preferences for the project team consideration

## When we asked

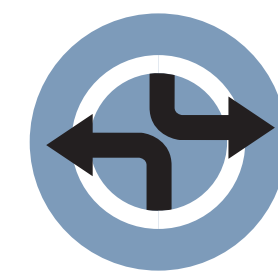
Between June and August 2019

# What We Heard

## Yellowhead Trail: 50 Street to the North Saskatchewan River

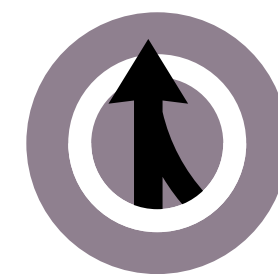
### What We Heard

### What We Did



- + Drivers expressed that the current lane configuration and pavement markings at interchanges do not clearly guide people into the correct lane when turning on and off Yellowhead Trail.

- + Pavement markings will be improved to better guide traffic along the route.
- + Signage will be reviewed to help improve intersection navigation.



- + The public suggested that the length and spacing between northbound to eastbound and southbound to eastbound ramps at Victoria Trail are not adequate for safe merging.

- + The northbound to eastbound ramp will be removed and combined with the southbound to eastbound loop ramp.
- + The ramp merge will be lengthened to allow traffic adequate distance to increase speed to merge onto Yellowhead Trail.



- + People who drive in the project area noted that their sightlines are impacted by larger vehicles turning across intersections in the area.

- + Sightline issues are being reviewed. Where changes are needed, they will be included with the final design.



- + The public was concerned with the amount of traffic, in the project area, particularly during peak times.

- + Improvements along the Yellowhead Trail will help to improve traffic flow and will significantly improve safety at several high collision locations.



- + Members of the public suggested that the current noise wall does not adequately block traffic noise near St. Maria Goretti School.

- + Noise modelling was conducted at locations that the public identified as concerns.
- + Modelling showed that noise levels in the area ranged from 54.12 to 62.6 dBA, which is below the City of Edmonton's threshold of 65 dBA for the installation of noise mitigation.

# What We Heard

## Shared Use Path

### What We Heard

### What We Did



+ People shared that they enjoy using the path for both recreational and commuting purposes.

+ To improve the area for recreation and commuting opportunities for additional landscaping are being explored.



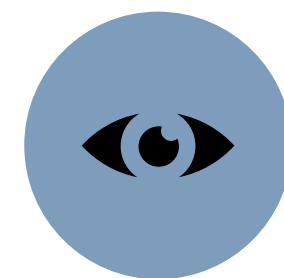
+ People shared concerns about some activity that occurs along the shared-use path, particularly in the underpass which is hidden from public sight.

+ Improvements to lighting on the shared-use path are being designed. These improvements will help to deter unsafe activity.



+ People who walk and bike shared that the lack of lighting along the shared use path along Victoria Trail and the underpass is a safety concern, particularly at night and early in the morning.

+ Lighting improvements along the shared-use path are being designed. This will help to improve safety in the area.



+ People who use the shared-use path voiced that sightlines are a concern in some locations.

+ The shared-use path follows the natural features and contours of the area, including going through an underpass at Victoria Trail to avoid conflicts with cars. Landscaping and lighting will be reviewed to mitigate sightline issues.



+ The public expressed concern about litter, debris, and unsafe items that are discarded along the shared-use path.

+ Users of the shared-use path can alert maintenance crews to any issues related to litter, debris and unsafe items by calling 311 or using the 311 app.

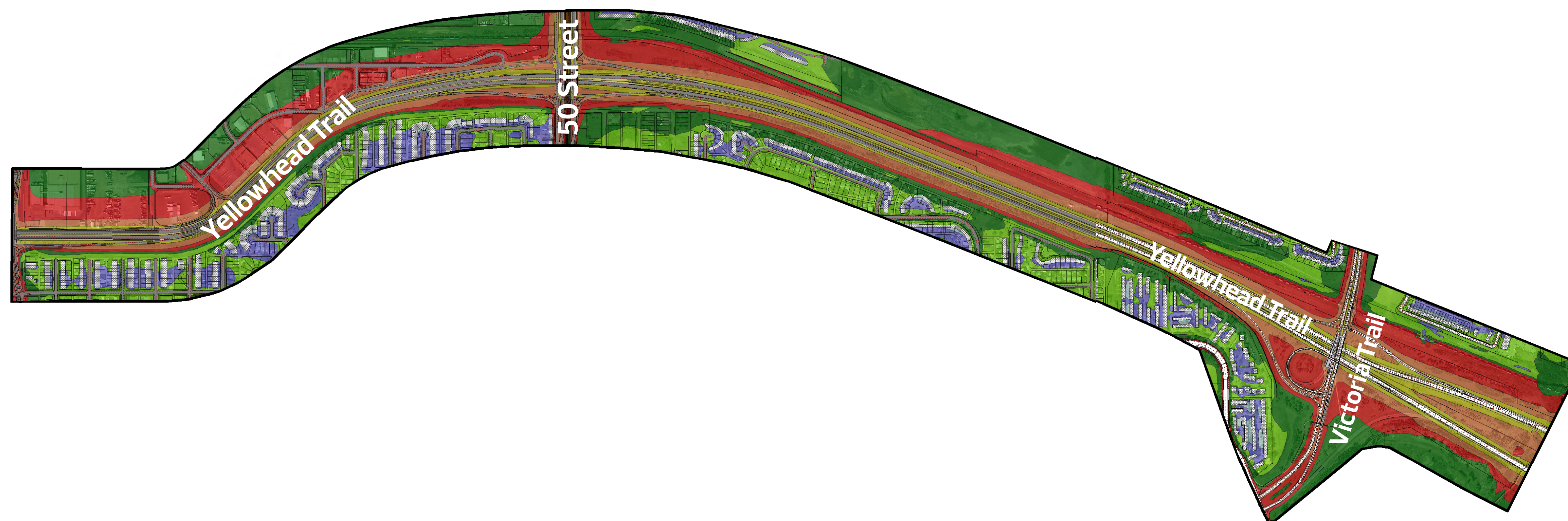
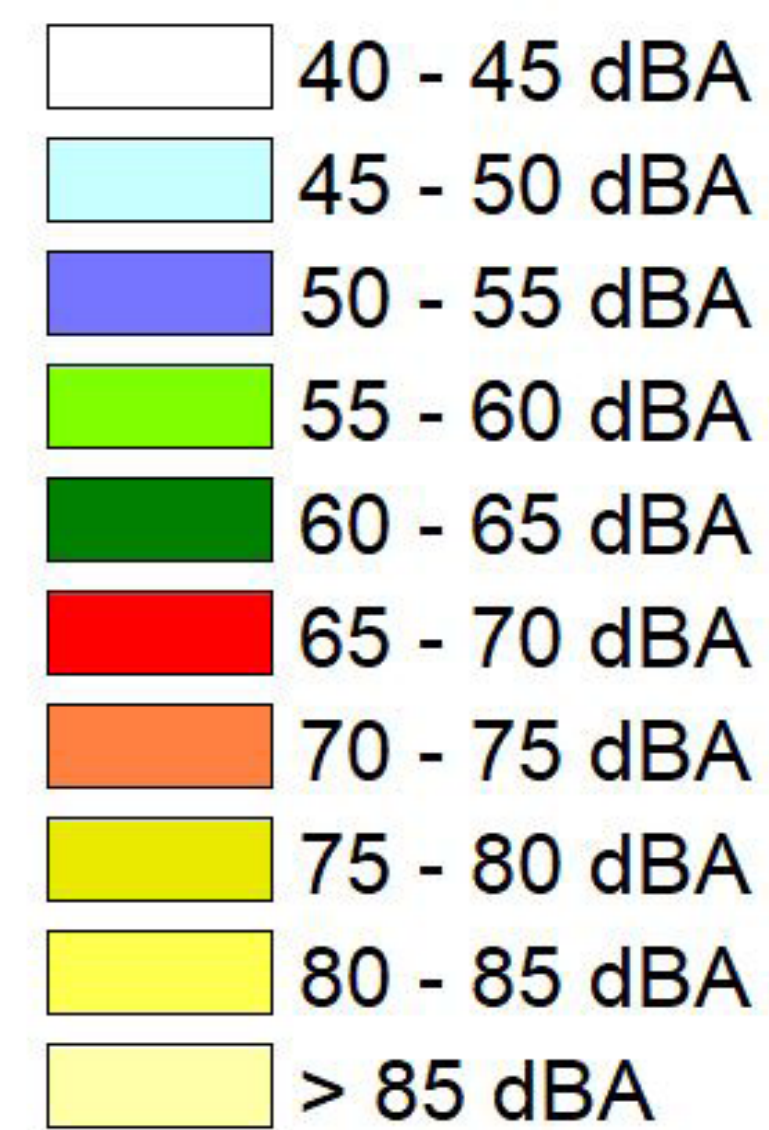




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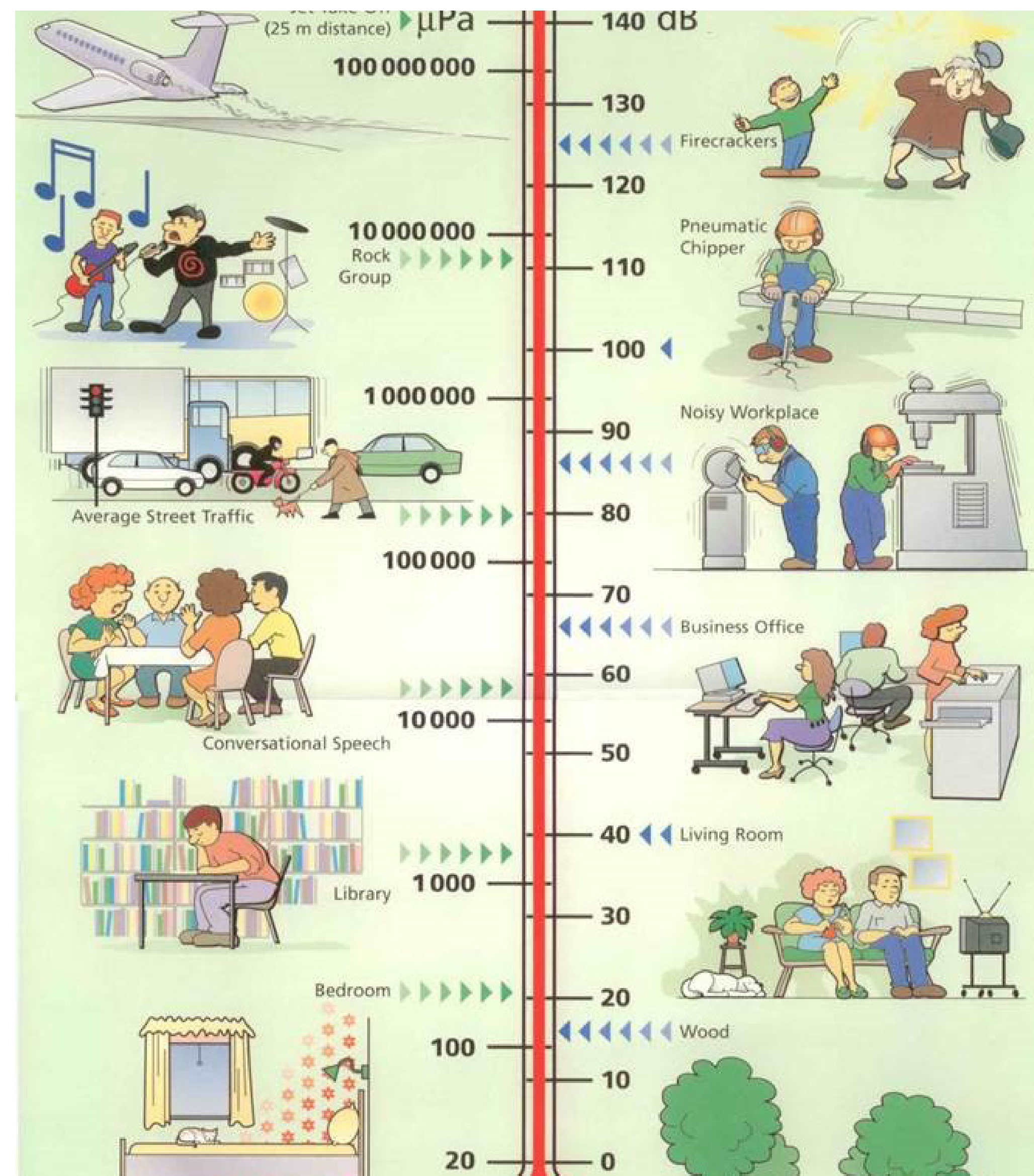
# Noise Study

- + A noise study was conducted following the City of Edmonton Urban Traffic Noise Policy (UTNP) C506A, which sets the requirements for noise attenuation (e.g., noise wall).
- + A noise model was generated using the proposed concept plan and future traffic numbers (year 2050).
- + The study indicates that noise levels will be at acceptable levels below the City's threshold of 65 dBA Leq 24 and will not require noise attenuation measures.



# Understanding Noise

- + Noise is measured using the Decibel (dB) Scale + The Decibel Scale is a base-10 logarithm scale (similar to Richter Scale)
- + A-weighted decibels (dBA) are an expression of the relative loudness of sounds in air as perceived by the human ear
- + Double the traffic volume does not result in double the noise
- + 2 times traffic volume results in only 3 dBA increase, which is barely noticeable
- + 10 times traffic volume results in a 10 dBA increase, perceived as approximately twice as loud



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# Thank you for coming.

Please take the time to tell us about your experience today by filling in one of the participant feedback forms.

For project updates, sign up at:  
[edmonton.ca/\*\*YellowheadEastWidening\*\*](https://edmonton.ca/YellowheadEastWidening)

The Edmonton logo is a blue square with the word "Edmonton" in white. The background of the entire slide features a dark grey, textured design with various icons related to infrastructure and transportation, including a yellow road winding through a stylized head profile, a truck, a car, and a road sign. The hashtag #YHWT is also visible in the background.

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