

YELLOWHEAD TRAIL

FREEWAY CONVERSION PROGRAM

Yellowhead Trail: St. Albert Trail to 97 Street Concept Planning Study

Phase 2 Engagement

Public Online Learning Sessions

October 7, 2020 (3–4:30 p.m.) and October 8, 2020 (11:30 a.m.–1 p.m. and 6:30–8 p.m.)

Questions, Comments and Responses

Question / Comment	Response
How will the berm south of Yellowhead Trail be modified in each of the three options?	The City is considering removing the south half of the berm and replacing it with a sound wall and a shared-use path running along the north side of 124 Avenue in all the options. A noise study is currently being conducted and the results will be used to help inform details such as the height and location of the noise wall. All impacted noise walls will be replaced throughout the study area.
Where is the south service road located in Option 1? How close will it be to Sherbrooke and Prince Charles?	The proximity of the service roads to the neighbourhoods varies along the section of Yellowhead Trail between St. Albert Trail and 97 Street. At the tightest point, between St. Albert Trail and 127 Street in the Sherbrooke neighbourhood, the berm would be impacted and replaced with a noise wall to accommodate the new service road. In the Prince Charles neighbourhood, between 127 Street and 121 Street, the service road does not impact the existing berm.
What is the projected population density of Blatchford? How many cars currently merge onto Yellowhead Trail from 127 Street during rush hour?	The project team is conducting traffic modelling for all intersections within the study area that takes into account both current and future projected growth to provide an idea of how the new network will accommodate traffic. This includes the future population of Blatchford, which is estimated to be approximately 30,000.
What will be the impact of this project on my property value?	Many factors contribute to property value and we can't speculate on whether or not the project may affect yours. If you have a question about your property, the City has resources regarding property assessments online for residential properties and non-residential properties . You can also email assessment@edmonton.ca directly.
Do we get to vote on which option we want to see built?	The concept plan will be determined using three components: public input, technical requirements, and City policies and programs. While we want to know which option you prefer, it's also important to understand what elements of each option are more and less desirable as this will help determine if modifications could be made to improve the design. In addition, the project team will use the evaluation criteria to quantify the differences between each of the options. Together with feedback from the public during Phase 2, this will give an objective, thorough, and detailed evaluation and will ultimately identify the final concept plan that will best meet the project objectives.

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<p>How will Option 1 affect 127 Street? Are there currently any plans to expropriate properties along that road?</p>	<p>On 127 Street, the existing curb lines are mostly maintained. No widening of the road is expected south of Yellowhead Trail that would impact or require the purchase of properties.</p>
<p>In Option 2, the 115 Street interchange does not continue north of the CN Rail yard. Is an overpass planned to connect the 115 Street interchange to 127 Avenue/north of the CN Rail yard?</p>	<p>In Option 2, there is an interchange proposed at 115 Street, however, the interchange does not provide a connection north of Yellowhead Trail due to the CN Rail yard.</p>
<p>In Option 3, for those travelling northbound on 107 Street to eastbound Yellowhead Trail what is the route to reach 97 Street?</p>	<p>In Option 3, there is no connection from 107 Street northbound to Yellowhead Trail eastbound. Drivers will need to use 118 Avenue to access 97 Street. On 97 Street, all-directional access to Yellowhead Trail is provided. Wayfinding signage will be provided to inform drivers that there will be no access to Yellowhead Trail eastbound from 107 Street.</p>
<p>In Option 1, would all the traffic that would normally go onto Yellowhead Trail be diverted through the Westwood Community?</p>	<p>In Option 1, access is maintained to St. Albert Trail, 127 Street, 121 Street, and 97 Street from Yellowhead Trail as it is today, so traffic should remain at those access points. The intersection at 107 Street is changing, however it is anticipated that traffic will use the arterial network, such as 118 Avenue to access one of those access points to Yellowhead Trail. Traffic modelling is being completed to determine the impact of the proposed changes on the adjacent network, for each of the three options.</p>
<p>In Option 1, with access to Yellowhead Trail at 107 Street closed, traffic from the area will be pushed to either 97 Street or 121 Street.</p>	<p>Traffic modelling is being conducted on all three options to help identify how the designs will impact traffic volumes, traffic flow, travel patterns and routes on the overall network. This information will help us understand where modifications may be required to ensure traffic continues to flow on adjacent roadways.</p>
<p>Can you remove all access at 107 Street and Yellowhead Trail and reroute traffic through Blatchford?</p>	<p>Traffic modelling is being conducted to understand the impacts each option will have on the road network. Rerouting traffic through Blatchford is not necessary to achieve the objectives of the Yellowhead Trail Freeway Conversion Program. The Yellowhead Trail project team is working with the Blatchford team to ensure the objectives and goals of each project are understood and work together.</p>
<p>How will the intersection of 127 Street / Yellowhead Trail be affected?</p>	<p>In Option 1, all-directional travel to Yellowhead Trail at the 127 Street interchange is provided using a new westbound on-ramp at 127 Street, and one-way eastbound service road with access at 121 Street. In Option 2, all-directional travel to Yellowhead Trail at 127 Street is provided using the interchange ramps. In Option 3, 127 Street overpass provides north-south movement across Yellowhead Trail only. There is no access onto and off of Yellowhead Trail at 127 Street. To access Yellowhead Trail from 127</p>

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	Street, drivers must use either 126 Avenue (north of Yellowhead Trail) or 118 Avenue/121 Street (south of Yellowhead Trail) which brings them to the 121 Street interchange.
Will my house be purchased for this project?	No residential properties will need to be purchased by the City in any of the three options.
In Option 3, will access to 124 Avenue from 127 Street or from 124 Avenue to 127 Street be affected?	In Option 3, there is the opportunity to provide new accesses into Prince Charles and Sherbrooke on 127 Street just south of the 127 Street overpass. The project team is looking for feedback from the community on the value that these accesses may provide to residents.
Will there be artist renditions of the residential streetscape for all three options.	Renderings of the streetscapes for the area north of Prince Charles and Sherbrooke between the north edge of the neighbourhood and Yellowhead Trail for Options 1, 2 and 3 can be viewed here .
What kind of sound barrier is proposed if the berm is removed north of Sherbrooke and Prince Charles?	<p>The most likely scenario is that the berm would be replaced by a sound wall due to the amount of space available in the area. The type and height of the sound wall is yet to be determined as it will be informed by a noise study, which is now underway.</p> <p>Once a final concept plan has been determined, the project team will use the noise study results to understand if and what type of noise mitigation may be required.</p>
Will homes along the barricade be affected?	<p>The City has not identified the need to purchase any residential property for any of the three options.</p> <p>In all options, Yellowhead Trail will pass under the new interchanges. Interchange ramps and service roads will be closer to neighbourhoods south of Yellowhead Trail, and the existing berms blocking visibility of Yellowhead Trail today may be modified in some options. These changes will result in visual impacts to the neighbourhoods.</p>
Are there any plans for a noise wall between 97 Street and 107 Street on the south side of Yellowhead Trail?	<p>A noise study that includes baseline testing and future modelling is being conducted as part of the project.</p> <p>Once a final concept plan has been determined, the project team will use the noise study results to understand if and what type of noise mitigation may be required. If any existing noise walls are impacted by the project, they will be replaced.</p>
Can a portion of one option be combined with another option?	As we evaluate each option there is a possibility we may be able to combine elements from different options, if they can work technically together. We want to hear back from the public and stakeholders on what they think the best aspects of each option are.
Will I have to move my business?	The City will need to buy some commercial land for all three options. In Option 3, there are additional impacts to commercial properties adjacent to 126 Avenue as this two-way road will be used to connect 127 Street to the 121 Street interchange. The project team has



	<p>contacted property owners where there are potential impacts to commercial land.</p>
<p>Option 1, traffic congestion is probable on the service roads.</p>	<p>We are doing traffic modelling that will review the operation of the network as a whole, including the proposed service roads. This will include signal timings and the number of lanes required to accommodate future traffic volumes. The results of the traffic modelling will be used to evaluate each of the options to help identify the preferred concept plan.</p>
<p>In Option 1, why is there such a long access point to the freeway between 156 Street and St. Albert Trail?</p>	<p>The changes between 156 Street and St. Albert Trail are part of another project for the Yellowhead Trail Freeway Conversion Program. The concept plan for that project was presented to City Council in 2015. The engineering design is being completed with construction expected to begin in 2021.</p>
<p>In Option 3, drivers may get frustrated having to wait at multiple sets of signal lights to get to an interchange several miles down the road, especially when there used to be direct access to Yellowhead Trail.</p>	<p>Some options require drivers to enter or exit the freeway farther than they do now, however, the flow of traffic will be improved overall. The project team is conducting traffic modelling for each of the options which will look at traffic flow and congestion throughout the area, during non-peak and peak times. The results will help the project team further study and evaluate the options and develop the final concept plan.</p>
<p>Has the added congestion to 156 Street and St. Albert Trail due to the closures to 149 Street and 142 Street been considered?</p>	<p>The concept plan for the section of Yellowhead Trail between 156 Street and St. Albert Trail was approved in 2015. Design is underway, and construction will begin in 2021.</p> <p>Traffic modelling is being conducted to understand the impacts of each of the St. Albert Trail to 97 Street options, to evaluate how each of these options interact with the changes already underway, west of St. Albert Trail, on these areas of concern. The results will help us evaluate the options and will guide recommendations for any additional improvements.</p> <p>The models look at the existing and future traffic for the roadway network in the study area and in adjacent areas. It also takes planned and future changes to the surrounding roadway network into account.</p>
<p>Where will the LRT cross Yellowhead Trail and where will LRT stops be located?</p>	<p>The three design options each accommodate the future LRT crossing and plans for the future LRT extension, which includes straightening the curve on this section of Yellowhead Trail. There are LRT stops planned within the Blatchford area, which would be the closest LRT stop to Yellowhead Trail. More information on the LRT project can be found here.</p>
<p>Have roundabouts been considered at the interchange ramp intersections as they are said to be safer and to be</p>	<p>No roundabouts are being proposed on the intersections for the interchanges along Yellowhead Trail partly due to the large impact they would have to the land in the area.</p>



<p>efficient traffic movers?</p>	
<p>Absolutely no to roundabouts on a freeway.</p>	<p>No roundabouts are being proposed on the intersections for the interchanges along Yellowhead Trail partly due to the large impact they would have to the land in the area.</p>
<p>I foresee major traffic jams around 126 Avenue and 127 Street. How much traffic crosses Yellowhead Trail at 127 St compared to how much would turn at 126 Avenue? To accomodate left turning traffic, things could back up northbound and southbound for blocks. Is there room for another flyover at 126 Avenue and 127 Street?</p>	<p>Left turning is one of the primary functions at this intersection. We will use traffic modelling to understand how intersections along 127 Street and 126 Avenue function. The traffic modelling will help the project team evaluate the three options, and the efficiency of traffic movement at each of the intersections.</p> <p>An additional flyover at 126 Avenue would likely not be feasible due to the CN Rail yard, slope and land requirements, sightlines and other safety risks.</p>
<p>The best cure for shortcutting is to ensure all major roadways flow smoothly. Have the options considered limiting time spent at red-lights waiting to get onto, or past Yellowhead Trail?</p>	<p>Traffic modelling is being conducted to understand the impacts of each option on these areas of concern. The results will help us evaluate the options and will guide recommendations for any additional improvements in the area. The models look at the existing and future traffic for the roadway network in the study area and in adjacent areas. It also takes planned and future changes to the surrounding roadway network into account.</p>
<p>127 Street currently gets backed up during rush hour, and any construction or other unintended delays. As it is one of only a few access points to the north, traffic volumes are high.</p>	<p>127 Street will be grade separated from Yellowhead Trail in all options and 127 Street will remain at the same grade it is today with Yellowhead Trail passing under. This will improve the flow of traffic on 127 Street, as well as Yellowhead Trail.</p>
<p>Why change the existing interchange at St. Albert Trail and Yellowhead Trail? Eliminating or making only slight changes at that location should save capital costs.</p>	<p>The interchange bridge structure at Yellowhead Trail and St. Albert Trail is not changing. Minor modifications to the approaches are being considered to better accommodate the traffic for each option.</p>
<p>Where does traffic that currently uses 107 Street access Yellowhead Trail in Option 1? Specifically, the large trucks from Epcor and the City of Edmonton - are they intended to cut through the Westwood neighbourhood to</p>	<p>The project team is studying several access options for each of the existing connections. Option 1 has limited access to 107 Street, with only southbound access onto 107 Street from Yellowhead Trail. Drivers will have to use alternative routes for all-directional access to Yellowhead Trail, such as 118 Avenue to access either St. Albert Trail or 97 Street. Traffic modelling will help us understand how the alternative routes will be used by trucks and other vehicles.</p>



reach 97 Street?	
Will a sound barrier wall build for Dunvegan Road residents?	At this time, it is not anticipated that any of the options proposed will reach the noise threshold required for a noise wall for residential neighbourhoods on the north side of Yellowhead Trail.
Is there a chance to combine what works great in Option 1 with that of Option 2?	The concept plan will be determined using three components: public input, technical requirements, and City policies and programs. It's important to understand what elements of each option are more and less desirable as this will help determine if modifications could be made to improve the design. In addition, the project team will use the evaluation criteria to quantify the differences between each of the options. Together with feedback from the public during Phase 2, this will give an objective, thorough, and detailed evaluation and will ultimately identify the final concept plan that will best meet the project objectives.
Why is there no access from northbound 107 Street to Yellowhead Trail eastbound in Option 3?	107 Street and Yellowhead Trail is the narrowest spot on the entire corridor due to the proximity of the Beechmount Cemetery and the CN Rail yard. Since the intersection at Yellowhead Trail and 107 Street is being removed with the other traffic signals on Yellowhead Trail and due to the space constraints and proximity of 97 Street, there is not enough space to safely provide an eastbound on ramp onto Yellowhead Trail from northbound 107 Street.
In Option 3, at 127 Street, the access to the north service road is unnecessarily confusing by having to go up to 126 Avenue and then circling back to the north service road. There should be direct access to the north service road from the 127 Street interchange.	In Option 3, the connections to the service roads and the connections to the interchanges are separated. 127 Street will remain at the grade (elevation) it is today and Yellowhead Trail will pass underneath 127 Street. Separating the north-south and east-west movements reduces potential confusion that may have resulted from the mix of different traffic flows, if the service roads were directly connected to the interchanges.
Option 3 is unnecessarily confusing and I suspect much more costly.	Option 3 is the most costly of the three options and could be perceived as confusing, and careful planning of wayfinding signage to support navigating the area would be required with this option. The project team will be evaluating each option using a number of criteria including cost and user understanding.
There will be negative impacts to diverting northbound traffic up 127 Street in front of my house.	All three options provide different levels of connection to and across Yellowhead Trail. Traffic modelling will identify the differences in traffic patterns with each option to help the project team identify potential impacts to the operation of 127 Street. There is a lot of traffic and pressure on St. Albert Trail and 97 Street already, so the north-south connections on 127 Street and 121 Street are needed to improve traffic flow throughout the area and broader roadway network.
How will rush hour function with northbound traffic on 127 Street	The project team is conducting traffic modelling that will allow the team to compare how 127 Street and the intersections on 127 Street will



<p>with only two lanes? We already struggle to get into Prince Charles since the 124 Street access closure.</p>	<p>function with each option. The results of the traffic modelling will help the team determine if modifications can be made to improve traffic flow and also evaluate each of the options. In all three options, however, 127 Street will be grade separated from Yellowhead Trail, which will provide the opportunity for north-south traffic to flow more freely.</p>
<p>I would rather you expropriate my house than destroy my property value.</p>	<p>The majority of participants in Phase 1 engagement identified that minimizing property impacts was very important to them. The project team then worked very hard on the design options to minimize impacts to both residential and commercial properties.</p> <p>Many factors contribute to property value and we can't speculate on whether or not the project may affect yours. If you have a question about your property, the City has resources regarding property assessments online for residential properties and non-residential properties. You can also email assessment@edmonton.ca directly.</p>
<p>Why did the City not consider purchasing the houses along 127 Street on the east side in Prince Charles in order to build three lanes in each direction on 127 Street? This would reduce traffic shortcutting through other neighbourhoods.</p>	<p>We are currently conducting traffic analysis to help us understand the traffic flow in each of the options; based on information available to date, three lanes of traffic in each direction are not required along 127 Street. The project team looks at how to balance traffic flow with limiting impacts to properties. Buying a row of houses to build an additional lane of traffic was not the best option, especially as we can accommodate the change in traffic patterns with other choices.</p>
<p>Option 3 is the worst option of the three options. It is very confusing and it will cause traffic congestion in front of Sherbrooke and Prince Charles if there are any accidents on the access roads.</p>	<p>The project team will look at how each option operates within the broader roadway network, as well as solutions such as wayfinding signage that may help reduce driver confusion.</p>
<p>I live on 127 Street and I am concerned about increased traffic congestion in front of my house due to accidents that may occur on the access roads in Option 3.</p>	<p>The adjacent communities are top of mind for the City and we are looking at how the traffic flows off of Yellowhead Trail and into the communities. While traffic volumes are unlikely to decrease along 127 Street as a result of any of the options, the fact that 127 Street will be grade separated from Yellowhead Trail will improve north-south travel across Yellowhead Trail, reducing congestion. However, we will continue to evaluate what measures might be needed to mitigate any impacts as we further study the options.</p>
<p>I understand that the City is trying to create balance with the options. However, the houses on the east side of 127 Street in Prince Charles are not a high value and increased</p>	<p>The City's goal is to minimize impacts to private properties and on this project, no residential properties will need to be purchased. If there is a concern regarding your property or property value, please call 311 or email assessment@edmonton.ca to contact the Property Assessment team with the City of Edmonton. This group will provide you with information and answer your questions about your specific property and</p>

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<p>traffic on 127 Street will significantly impact the value of my home.</p>	<p>the assessment process.</p>
<p>Are there any plans for a diverging diamond interchange at Yellowhead Trail and St. Albert Trail?</p>	<p>There are no plans to make significant changes to the interchange design or structure at St. Albert Trail. Through our traffic modelling, it may be determined that some improvements at the existing interchanges are needed. Minor improvements, such as changes to the signal timing or turning movements, may be made as part of the project. However, any significant structural changes would likely be conducted at a later date.</p>
<p>What is the reason for the service road along Yellowhead Trail from 156 Street to St. Albert Trail?</p>	<p>The concept plan for the area from 156 Street to St. Albert Trail was developed several years ago and looked at an interchange at 149 Street in order to remove that intersection. With a great deal of feedback from the business community, commuters and the general public, it was decided to create a service road option. The service roads provide access to all the businesses between 149 Street and 142 Street instead of at major interchanges. This design provides access to businesses north and south of Yellowhead Trail, while reducing overall land impacts in the area.</p>
<p>In Option 2 it will be easier to get on and off Yellowhead Trail at the interchange locations, will this increase the traffic in Sherbrooke and on 127 Street?</p>	<p>Traffic modelling is being conducted to understand the impacts of each option on these areas of concern. The results will help us evaluate the options and will guide recommendations for any additional improvements in the area.</p> <p>Traffic volumes along 127 Street are unlikely to decrease in any of the options. However, the traffic models will provide the City with more information based on the existing and future traffic volumes for the roadway network in the study area and in adjacent areas. It also takes planned and future changes to the surrounding roadway network into account.</p>
<p>In Option 3, will there be more traffic congestion at the 126 Avenue and 127 Street intersection?</p>	<p>The project team is conducting traffic modelling for each of the three options to determine how traffic will flow and if and where there may be congestion issues. The modelling is not complete at this time, but the results will be used to make adjustments and to support evaluation of the options.</p>
<p>Will the speed limit be increased on 127 Street due to the changes to make Yellowhead Trail a freeway and the new 127 Street overpass?</p>	<p>We are not at the point in the project where we have determined the speed limits of all roads in the area. To determine the speed limit, many factors are considered such as safety, lane width, adjacent land uses, how close the sidewalks are and sight lines. However, we are not anticipating a speed limit increase along 127 Street.</p>
<p>How is the final option going to be selected?</p>	<p>The concept plan will be determined using three components: public input, technical requirements, and City policies and programs. While we want to know which option you prefer, it's also important to understand what elements of each option are more and less desirable as this will</p>



	<p>help determine if modifications could be made to improve the design. In addition, the project team will use the evaluation criteria to quantify the differences between each of the options. Together with feedback from the public during Phase 2, this will provide an objective and thorough evaluation and will ultimately identify the recommended concept plan that will best meet the project objectives.</p>
<p>Why does the traffic movement from northbound 107 Street to eastbound Yellowhead Trail need to be removed in all three options?</p>	<p>107 Street and Yellowhead Trail is the narrowest spot on the corridor due to the proximity of the Beechmount Cemetery and the CN Rail yard. Since the intersection at Yellowhead Trail and 107 Street is being removed with all of the other traffic signals on Yellowhead Trail and due to the space constraints and proximity of 97 Street, there is not enough space to safely provide an eastbound on ramp onto Yellowhead Trail from northbound 107 Street. However, Option 2 provides a connection between 107 Street and all directional access to Yellowhead Trail at the new interchange.</p>
<p>In Option 3, will there be more traffic congestion at the 126 Avenue and 127 Street traffic signal? As a business on 124 Street and 126 Avenue, I am concerned about congestion at the 126 Avenue and 127 Street intersection as it is already congested and there is one less exit from the area proposed in this option.</p>	<p>Traffic at Yellowhead Trail and 127 Street will be grade separated which gives better priority for traffic heading north and south on 127 Street. This will also provide drivers with more green time to enter and exit the side roads on 127 Street, which will improve traffic flow at the 127 Street/126 Avenue intersection and other intersections along 127 Street. Hagmann Estate Industrial east of 127 Street will also have direct access to Yellowhead Trail from/to the 121 Street interchange. This will reduce the industrial demand at the 127 Street / 126 Avenue signal.</p>
<p>Option 3 would severely affect our business on 124 Street and 126 Avenue. Currently, there is a lot of congestion on 126 Avenue and by eliminating the 124 Street exit this will further increase the congestion at the 126 Avenue and 127 Street intersection and on 126 Avenue.</p>	<p>In Option 3, the access from Yellowhead Trail is directed to 126 Avenue, which will be widened and become a major east-west route through the Hagmann Estate Industrial area and connect directly to Yellowhead Trail. Hagmann Estate Industrial east of 127 Street will also have direct access to Yellowhead Trail to and from the 121 Street interchange. This will reduce the industrial demand at the 127 Street / 126 Avenue signal.</p>
<p>As a homeowner on 127 Street, I would like to know if traffic flow will stay the same or be improved?</p>	<p>With all of the options the main advantage of the freeway is that traffic on 127 Street will be separated from the traffic on Yellowhead Trail that passes under 127 Street. This will allow a lot more green time at the traffic signals at 127 Street for north-south traffic, which will allow traffic to flow more freely. Our traffic modelling will look at the roadway network, not just Yellowhead Trail, and we will use the results of the modelling to help us evaluate each option related to the traffic impact.</p>
<p>There will be an increase of</p>	<p>When testing each of the design options, we consider traffic on the</p>

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<p>traffic on 127 Street.</p>	<p>overall network. It's important to consider several north-south connections to move traffic both to the freeway and across the freeway. Although traffic is not anticipated to decrease along 127 Street in any of the three options, the traffic modelling and analysis being conducted on each option will show us the differences between the options and help us understand the impacts on 127 Street. This analysis will weigh into the final evaluation of the options.</p>
<p>In Option 1, will there be any changes to the pedestrian crossings on 127 Street south of Yellowhead Trail as the volume of traffic will be significantly increased on 127 Street?</p>	<p>Pedestrian crossings are expected at controlled intersections as these will be the safest locations to cross. There are several signals on 127 Street which allow those safe crossings and the project team will look at whether additional signals and crossing locations are needed through traffic modelling and assessments.</p>
<p>Why is a new interchange needed at 127 Street if there are interchanges located at St. Albert Trail and 121 Street along Yellowhead Trail?</p>	<p>To accommodate the existing and projected future traffic volumes in the area between St. Albert Trail and 97 Street, north-south access is required at St. Albert Trail, 127 Street and 121 Street and 97 Street.</p>
<p>How will access be provided to Blatchford for people who walk and bike?</p>	<p>In all three options, the City is proposing a shared use path south of Yellowhead Trail, to provide an east-west active mode connection between Sherbrooke, Prince Charles and Blatchford. The City has shared the options with the Blatchford project team and will continue to coordinate with them to ensure that roadway, sidewalk and pathway connections to the Blatchford area are properly integrated with their future development plans.</p>
<p>In Option 3, will any of the businesses and commercial properties in the Hagmann Estate Industrial area be acquired by the City?</p>	<p>In Option 3, there are impacts to commercial properties in the Hagmann Estate Industrial area along Yellowhead Trail and along 126 Avenue due to the wider roadway between the 121 Street interchange and 127 Street. The project team has reached out to commercial property owners who are impacted by the options.</p>
<p>In Option 3, a new access into Sherbrooke at 124 Avenue and 127 Street will increase shortcutting and crime in the neighbourhood.</p>	<p>Feedback from residents within the Sherbrooke and Prince Charles communities will help determine if the new accesses should be included.</p>
<p>Do any of the options require the City to acquire any residential properties in Sherbrooke?</p>	<p>No residential properties need to be purchased for any of the three options.</p>
<p>Will the existing noise walls in Sherbrooke and Prince Charles remain in place during</p>	<p>Construction staging plans are not yet determined, however we will consider replacing the noise wall near the beginning of construction or keeping it up for as long as possible during construction to mitigate</p>



<p>construction to reduce the noise in the neighbourhoods?</p>	<p>noise impacts.</p>
<p>In Option 3, why is a new access into Sherbrooke at 124 Avenue and 127 Street being proposed? The new access will increase shortcutting and reduce safety in our neighbourhood which has two school areas.</p>	<p>The new access opportunities proposed in Option 3 are optional. Feedback from residents within the communities will help determine if these accesses are included in the concept plan.</p>
<p>What is the grade difference between the 127 Street overpass proposed in Option 3 compared to the 127 Street interchanges proposed in Option 1 and Option 2.</p>	<p>In all three options, the bridge across Yellowhead Trail at 127 Street will remain at the same grade, or elevation, as it is today, and Yellowhead Trail will be lowered to pass underneath it. The difference between the overpass in Option 3 and the interchanges in Options 1 and 2 is the fact that the overpass does not provide direct connections to Yellowhead Trail.</p>
<p>It is expected that in the next 20 years there will be an increase in active modes of commuting such as walking, running and biking? Has the project team considered this in the options?</p>	<p>Active modes such as walking, running and biking are being considered as part of the freeway conversion program. The options include a shared-use path on the south side of Yellowhead Trail between St. Albert Trail and 107 Street, with a potential connection through Westwood to the shared-use path along 97 Street. This would allow people in Sherbrooke, Prince Charles and Westwood to use the path and move through every community in the project area, including Blatchford. There will also be connections for active modes north and south through the study area at St. Albert Trail, 127 Street and potentially at the new interchange (at either 121 Street or 115 Street.)</p>
<p>In Option 1, what is the anticipated volume of traffic on the service roads during the peak travel times on the weekdays?</p>	<p>We are completing traffic modelling for each of the three options which will give us an idea about the anticipated traffic volumes during both peak- and off-peak hours. Although we don't have these numbers today, they will be considered as part of the evaluation of the options. We anticipate that traffic volumes on Yellowhead Trail will increase over the next 30 years and the traffic models look at the future projected traffic volumes, as well as traffic in the short-term.</p>
<p>What is the anticipated speed limit and vehicle size limits on the service roads?</p>	<p>Speed limits have not yet been confirmed, however a 60 km/h speed limit is being considered for the service roads, which is consistent with other service roads in the city, for example along Whitemud Drive. As the service roads are required to service the industrial area to the north, they are being designed to an industrial standard and vehicle size limits would be consistent with Yellowhead Trail.</p>
<p>Has the project team examined noise levels as part of the traffic modelling that is being conducted?</p>	<p>We are conducting a noise study as part of the planning study. We look at noise levels today and project what the future traffic volumes may be in 20 years to estimate what noise levels will be. The projected noise levels will help us understand what may be required to mitigate noise in accordance with the City's Urban Traffic Noise Policy. Results of the</p>

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	noise study will be shared alongside the final concept plan in 2021.
In Option 1, what is the average distance between the residential properties and the service road right-of-way?	At this time, the distance between the service road and the residential properties has not been confirmed as the project team is working through several details, which will be confirmed during the preliminary design phase. The distance varies in each option and at different locations along the corridor. Based on the level of detail we are at today, in Option 1 the distance varies from approximately 24 to 38 metres.
Are there potential conflicts between the 115 Street interchange and the proposed LRT extension over Yellowhead Trail, and connection between Blatchford and 113 Street?	In all three options, we accommodate the planning and design that has been done to date for both the proposed LRT extension and for Blatchford. Yellowhead Trail will be straightened to remove the curve, which will also help to accommodate the future LRT bridge.
What is the proposed speed limit on the service road?	A 60 km/h speed limit is being considered for the service roads, which is consistent with other service roads in the city, for example, along Whitemud Drive.
What changes are being implemented in all options for the flooding of the freeway?	A drainage study is being conducted to understand some of the flooding issues that occur in the area, particularly at St. Albert Trail, and also to some extent at 97 Street. We're assessing the flooding issues and how they can be mitigated.
Removing west access at 107 Street will impact Westwood heavily at 122 Avenue. This is currently a double turn west due to high traffic volumes.	We recognize that there is a lot of traffic travelling northbound 107 Street to westbound Yellowhead Trail. Each option provides different connections between 107 Street and Yellowhead Trail. These connections will be evaluated as part of traffic modelling to understand the impact of these changes on the 122 Avenue access to Westwood. Traffic and community impacts will be considered in the evaluation of the options, and feedback from residents in adjacent neighbourhoods regarding access and shortcutting will also be considered as part of the evaluation.
Without access to Yellowhead Trail at 107 Street in Option 3, westbound traffic will shortcut on 122 Avenue through the Westwood neighbourhood.	Each option provides different connections between 107 Street and Yellowhead Trail. These connections will be evaluated as part of traffic modelling for all three options to understand the impact of these changes on the 122 Avenue access to Westwood. Traffic and community impacts will be considered in the evaluation of the options, and feedback from residents in adjacent neighbourhoods regarding access and shortcutting will also be considered as part of the evaluation.
I worry about having an overpass over 127 Street that leads into the 127 Street underpass which runs under	127 Street will remain at the same grade as it is today, and Yellowhead Trail will pass underneath 127 Street. Part of the reason for keeping 127 Street at the same grade as today is because we wouldn't want to raise 127 Street just before it dips down to go under the CN Rail bridge.



YELLOWHEAD TRAIL

FREEWAY CONVERSION PROGRAM

<p>the CN Rail line, especially if the ramp becomes icy as it tends to below that underpass.</p>	<p>While there's a potential for icing anywhere you have an overpass bridge due to the cold air underneath, there would be no change to the grade at 127 Street and it's not likely there would be more icing under the CN bridge than there is today.</p>
<p>Could there be a winter risk with an overpass at 127 Street directly south of an existing underpass at 127 Street?</p>	<p>127 Street will remain at the same grade as it is today, and Yellowhead Trail will pass underneath 127 Street. Part of the reason for keeping 127 Street at the same grade as today is because we wouldn't want to raise 127 Street just before it dips down to go under the CN Rail bridge. While there's a potential for icing anywhere you have an overpass bridge due to the cold air underneath, there would be no change to the grade at 127 Street and it's not likely there would be more icing under the CN bridge than there is today.</p>
<p>What is the location for the future fire hall?</p>	<p>The fire hall is impacted by all three proposed options. The project team has been working directly with Edmonton Fire Rescue Services to determine a new location for the fire hall, however this location is not yet finalized.</p>
<p>How will emergency vehicle access into the Prince Charles neighbourhood at 124 Street be impacted?</p>	<p>In all options, emergency service vehicles are able to access the neighbourhood from 124 Street. Emergency service vehicles can also pass through the traffic control measures that were put in place at 124 Street and 123 Avenue to reduce shortcutting through the community.</p>
<p>Option 2 is going to increase traffic through existing neighborhoods such as Sherbrooke and Prince Charles but does not give any option for the residents of these neighbourhoods to access Blatchford.</p>	<p>There is a road connection to Blatchford at 121 Street. Some of the information and feedback we heard in Phase 1 was related to concerns about shortcutting and increased traffic through neighbourhoods. As part of our initial brainstorming of options, we identified many options and we immediately discarded some of them due to the concern that they had the potential to increase traffic through neighbourhoods. The three proposed options offer viable solutions for non-neighbourhood traffic to use the main roads, instead of cutting through the neighbourhoods. However, if we hear in Phase 2 that shortcutting remains a concern, we will work with experts who specialize in limiting shortcutting for potential solutions. In all three options, a shared-use path is being explored south of Yellowhead Trail to provide an active mode connection between Sherbrooke, Prince Charles and Blatchford.</p>