

City of Edmonton **Yellowhead Trail Freeway Conversion Program**

What We Heard Report

82 Street to 50 Street:
66 Street Intersection

Phase 3 Engagement: Final Concept
September to October 2019

| **SHARE** YOUR VOICE
SHAPE OUR CITY

Edmonton

Thank you for talking with us.

Your valuable input during Phase 1 and Phase 2 helped shape and inform the concept plan presented in Phase 3. You helped us understand the role Yellowhead Trail plays in moving you through the project area and how important 66 Street is in keeping you connected to the broader community.

This report provides a review of Phase 3 engagement and how your feedback in the previous two phases led to the design of the final concept.

THANK YOU.

EXECUTIVE SUMMARY: PHASE 3 AT A GLANCE

In Phase 3, the final concept plan for a partial interchange at 66 Street with a flyover (overpass) was presented for information and review.

Only minor modifications to the final concept, which may include some changes to business accesses, will be considered following Phase 3 engagement.

HOW WE ENGAGED



Stakeholder Meetings

(Commercial property owners)
September – October 2019
 12 property owners invited,
 11 meetings held



Two Drop-in Public Engagement Sessions

Jerry Forbes Centre for Community Spirit and Balwin School
October 2019
 251 participants



Survey

Online and Paper (at public events)
October – November 2019
 109 participants

What We Heard

In Phase 3, we heard:

- + Many engagement participants feel the project team listened to and acted on input received during Phases 1 and 2 engagement
- + The selection of the final concept plan is generally supported or understood to be an effective solution
- + There is a perception that the changes in operation at 66 Street and Yellowhead Trail will increase traffic volumes at the already congested interchanges in the existing roadway network
- + Concerns continue to exist about the potential for increased traffic congestion in the Highlands neighbourhood
- + Some pedestrians and cyclists would like a shared-use path on both east and west sides of the 66 Street flyover

What Happens Next

The concept planning study is now complete. The preliminary and detailed design phases of engineering will begin, followed by construction of the partial interchange – 66 Street flyover in 2024–2025.

The widening of Fort Road and the development of a new connector road at 61 Street and 125 Avenue, which support the conversion of Yellowhead Trail to a freeway, are scheduled to be constructed from 2021 to 2023.

PROJECT OVERVIEW

Yellowhead Trail Freeway Conversion Program

In 2011, the City of Edmonton completed the Yellowhead Trail Strategic Plan, showing the final elements necessary to convert Yellowhead Trail to a freeway. For Yellowhead Trail, becoming a freeway means no traffic signals, three lanes of free-flowing traffic in each direction, an 80 km/h target speed limit, and new interchanges at 127 Street and 121 Street will be explored.

Visit www.edmonton.ca/yellowheadtrail for more information on the Yellowhead Trail Freeway Conversion Program.

Yellowhead Trail 82 to 50 Street Project: 66 Street Intersection Overview

In the fall of 2018, the City began a concept planning study for the 66 Street intersection segment of Yellowhead Trail between 82 Street and 50 Street. The outcome of the study is a concept plan that shows how the roadway network will change and what transportation infrastructure will be built in the project area to support the goal of Yellowhead Trail becoming a freeway.

Visit edmonton.ca/Yellowhead82to50Street for more information on the 66 Street concept planning study, as well as other 82 Street to 50 Street projects.

FIGURE 1: PROJECT AREA MAP



PUBLIC ENGAGEMENT PROCESS

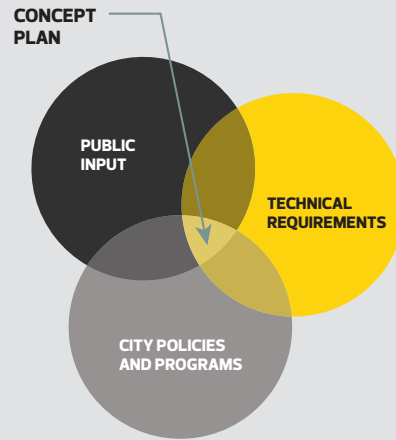
Public Engagement Philosophy

The City of Edmonton is committed to involving the people affected by the decisions it makes by seeking diverse opinions, experiences and information so that a wide spectrum of information is available to decision makers.

Public input, technical analysis and City policies were all considered in determining the concept plan.

Phase 1 and 2 engagement activities were at the Refine level, and Phase 3 was at the Advise level on the City's Public Engagement Spectrum.

Visit edmonton.ca/publicengagement for more information on public engagement at the City of Edmonton.



Public Engagement Design

A three-phase public engagement process was designed to create multiple opportunities for the public and stakeholders to provide input during this concept planning study.

PHASE 1: LISTEN AND LEARN [January to April 2019]	PHASE 2: CONFIGURATION OPTIONS AND EVALUATION [May to August 2019]	PHASE 3: CONCEPT [September to October 2019]
<ul style="list-style-type: none"> + Meet with area residents, commercial businesses and property owners, and community organizations to discuss and understand the impact of the planned removal of the traffic signals at Yellowhead Trail and 66 Street + Use technical studies and public input to consider design options 	<ul style="list-style-type: none"> + Present design options for the Yellowhead Trail and 66 Street intersection and future roadway network based on feedback from Phase 1 + Gather input on presented options + Gather input on criteria used to evaluate options + Study and evaluate options and consider public input to determine the concept plan 	<ul style="list-style-type: none"> + Opportunity for area residents, commercial property owners and businesses, and community organizations to view and provide final perspectives on the concept plan
<ul style="list-style-type: none"> + January to April 2019: Public and stakeholder engagement + June 2019: Report back on what was heard in Phase 1 	<ul style="list-style-type: none"> + May to July: Public and stakeholder engagement + September 2019: Report back on what was heard in Phase 2 	<ul style="list-style-type: none"> + September and October 2019: Public and stakeholder engagement + February 2020: Report back on what was heard in Phase 3

All activities during Phase 3 were at the Advise level on the City Public Engagement Spectrum. Visit edmonton.ca/publicengagement

REVIEW OF PHASE 2

Using both public input and technical information learned in Phase 1, three design options for the intersection of Yellowhead Trail and 66 Street were presented to the public for feedback.

FIGURE 2: DESIGN OPTIONS

	OPTION 1	OPTION 2 – A AND B		OPTION 3
	Partial Closure with Right Turn onto Yellowhead Trail	2A: Partial Interchange 66 Street Flyover (Overpass) Constructed with Retaining Walls	2B: Partial Interchange 66 Street Flyover (Overpass) Constructed with Slopes and Retaining Walls	Yellowhead Trail Underpass at 66 Street: 66 Street at Grade
Connections to Yellowhead Trail				

What We Heard in Phase 2

In Phase 2, we heard:





- + Options providing a north-south connection receive the most support
- + A north-south connection is important for all modes of transportation
- + Respondents tend to support options that are lower cost and have less negative visual impact, while also maintaining a north-south connection
- + Respondents want the selected option to minimize impacts on residents, commercial property owners and business owners during and after construction

How We Used Phase 2 Input

Information gathered in Phase 2 was used to inform:

- + Criteria being used to evaluate the presented options
- + The selection of a concept plan

FIGURE 3: OPTION EVALUATION

	Option 1 Partial Closure with right turn onto Yellowhead Trail eastbound	Option 2A Partial Interchange – 66 Street Flyover (Overpass) constructed with retaining walls	FINAL CONCEPT* Option 2B Partial Interchange – 66 Street Flyover (Overpass) constructed with slopes and retaining walls	Option 3 Yellowhead Trail underpass at 66 Street; 66 Street at grade
ACCOUNT				
 Economic – movement of goods on and off Yellowhead Trail during and after construction, future land use, commercial and residential land values	Red	Yellow	Green	Orange
 User Benefits/Customer Service – includes safety, travel times, neighbourhood and business access	Red	Yellow	Yellow	Green
 Social/Community Sustainability – includes walking and biking connections, transit service and connections, emergency services access, neighbourhood traffic impacts, and overall impacts on all modes of travel	Red	Yellow	Yellow	Green
 Environment – includes impacts on the environment, such as emissions, noise and visual impacts	Green	Red	Orange	Yellow
 Financial – includes land, construction, maintenance and rehabilitation costs	Green	Orange	Yellow	Red

■ Highest rated within the Account
 ■ Higher rated within the Account
 ■ Lower rated within the Account
 ■ Lowest rated within the Account

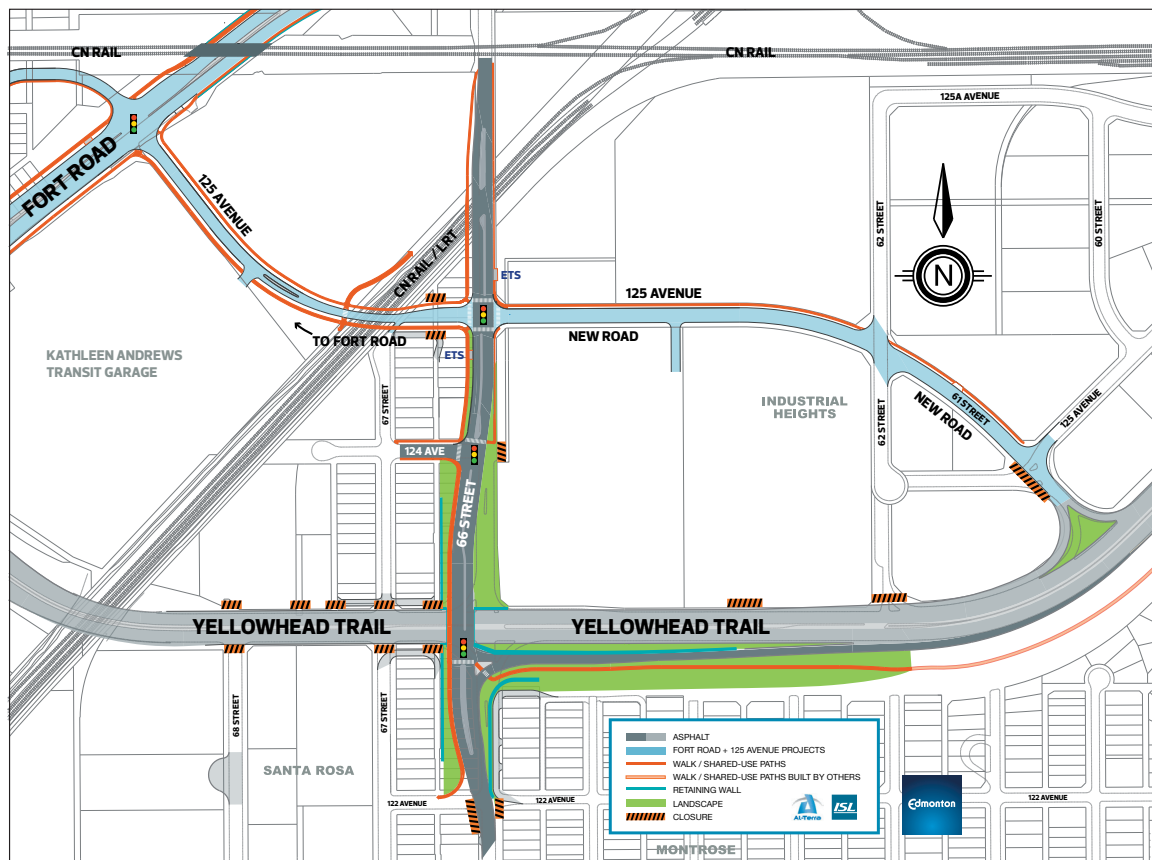
***Overall Assessment:** In considering all the criteria, Option 2B provided the highest rated assessment of the four options as it scored highest in one out of five criteria, and scored second highest in three out of five criteria. Option 2B was the only option that did not score the lowest in any of the six criteria.

WHAT WE PRESENTED: PHASE 3

Option 2B Partial Interchange – 66 Street Flyover (Overpass) was presented as the concept plan.

- + Maintains north-south connection across Yellowhead Trail on 66 Street
- + Constructed using both retaining walls and landscaped slopes to minimize cost and visual impact
- + Provides access to Yellowhead Trail eastbound from both 66 Street northbound and southbound via new ramp
- + Provides westbound access onto and off of Yellowhead Trail at the new 61 Street / 125 Avenue collector road
- + Includes closure of all streets, alleys and driveways along Yellowhead Trail between 68 Street and 62 Street
- + Includes closure of 122 Avenue both east and west at 66 Street
- + Provides new shared-use path along the west side of 66 Street for pedestrian and cycle connections across Yellowhead Trail
- + Requires changes to some area business accesses
- + Requires some private property along 66 Street

FIGURE 4: OPTION EVALUATION



The concept plan addresses concerns raised during the first two phases of engagement.

WHAT WE HEARD: PHASE 1 & 2	WHAT'S INCLUDED: CONCEPT PLAN
<p>A north-south connection across 66 Street is important for all modes of travel</p>	<p>A north-south 66 Street connection is provided for all modes of travel</p>
<p>The existing roadway network is thought to be at maximum capacity during peak travel times; rerouted traffic from closed accesses and the 66 Street intersection will worsen existing congestion issues</p>	<p>A north-south connection will have minimal impacts on the broader roadway network congestion</p>
<p>Shortcutting through neighbourhoods may increase</p>	<p>Eastbound exits onto Yellowhead Trail help mitigate concerns relating to community shortcutting</p>
<p>Uncertainty about future routes for heavy trucks and dangerous goods vehicles to access / exit the project area</p>	<p>A transportation route for heavy trucks and dangerous goods is provided via a 66 Street north-south connection, an eastbound Yellowhead Trail access off of 66 Street and a westbound Yellowhead Trail access at the new 61 Street / 125 Avenue collector road</p>
<p>The communities of Montrose, Newton and the Santa Rosa area (located south of Yellowhead Trail) may become isolated</p>	<p>A north-south connection, as well as an eastbound connection onto Yellowhead Trail, help mitigate concerns related to community isolation</p>
<p>Respondents tend to support options that are lower cost and have less negative visual impacts</p>	<p>Construction using retaining walls and slopes is a lower cost option with less visual impacts than using only retaining walls</p>

To view detailed drawings of the concept plan, visit edmonton.ca/Yellowhead82to50Street

WHAT WE HEARD: PHASE 3

The following is a summary of what we heard across all engagement activities and how that input will be used.

+ The Project Team listened to and acted on input gathered during the engagement process

The majority of comments indicate appreciation that the Project Team listened to community and business stakeholder feedback to generate a concept plan that supports how people move through the project area.

City Response: Thank you for your involvement in the concept planning study. The City of Edmonton is committed to involving the people affected by the decisions it makes.

+ Presented concept plan is generally supported or understood to be an effective solution

While respondents indicate the concept may not be ideal, it is appreciated for reaching a safe design solution that balances the needs of all road users and the goals of the program:

- + Free-flowing traffic on Yellowhead Trail
- + Maintains north-south connection at 66 Street
- + Provides eastbound access to Yellowhead Trail from 66 Street
- + Provides shared-use path along 66 Street and connects to existing active modes network in adjacent neighbourhoods
- + Responsible use of public funds.

City Response: Thank you for your participation at every phase of the concept planning study. The concept plan is the outcome of a cooperative effort that balances the needs of area residents, commercial businesses and property owners, and community organizations.

+ Change in operation at 66 Street and Yellowhead Trail

There is a perception that some missing movements, such as no direct connection for Yellowhead Trail eastbound traffic to 66 Street, will increase traffic volumes and delays at the already congested interchanges of Wayne Gretzky Drive / Fort Road / Yellowhead Trail and 50 Street / Yellowhead Trail.

City Response: Traffic operation of Wayne Gretzky Drive / Fort Road / Yellowhead Trail and 50 Street / Yellowhead Trail interchanges will be reviewed as part of other Yellowhead Trail freeway conversion projects to optimize traffic flow.

+ Increased Traffic in Highlands Neighbourhood

Concerns remain about the potential for increased traffic volumes in the Highlands neighbourhood as a result of maintaining the north-south connection at 66 Street.

City Response: Projection of traffic volumes in this area will be reviewed in more detail during the next phases of design.

+ Active Transportation

The concept plan is appreciated for providing a shared-use path along 66 Street that connects to the existing active modes network in adjacent neighbourhoods

Some pedestrians and cyclists would like a shared-use path on both sides of the 66 Street flyover.

City Response: Concept plan provides enhanced connectivity for active modes in the project area that balances safety, fiscal responsibility and City policies.

What Happens Next?

We have now completed the concept planning study. Only minor modifications to the final concept plan, including some changes to business accesses, will be the outcome of Phase 3 engagement.

The concept plan will move into the preliminary and detailed design phases, with construction scheduled to take place in 2024–2025.

Changes to the broader transportation network within the project area which support the conversion of Yellowhead Trail to a freeway, including the widening of Fort Road and the development of a new connector road at 61 Street and 125 Avenue, are scheduled to be constructed from 2021 to 2023.

BE INFORMED AND GET INVOLVED

Visit edmonton.ca/Yellowhead82to50Street to add your name to the email list so we can keep you informed as the project progresses.