



# **What We Heard/What We Did Report**

## **97 Street to 82 Street Area: Fall 2018 Engagement**

**March 2019**

**SHARE YOUR VOICE  
SHAPE OUR CITY**

**Edmonton**

## What We Heard | What We Did Report March 2019

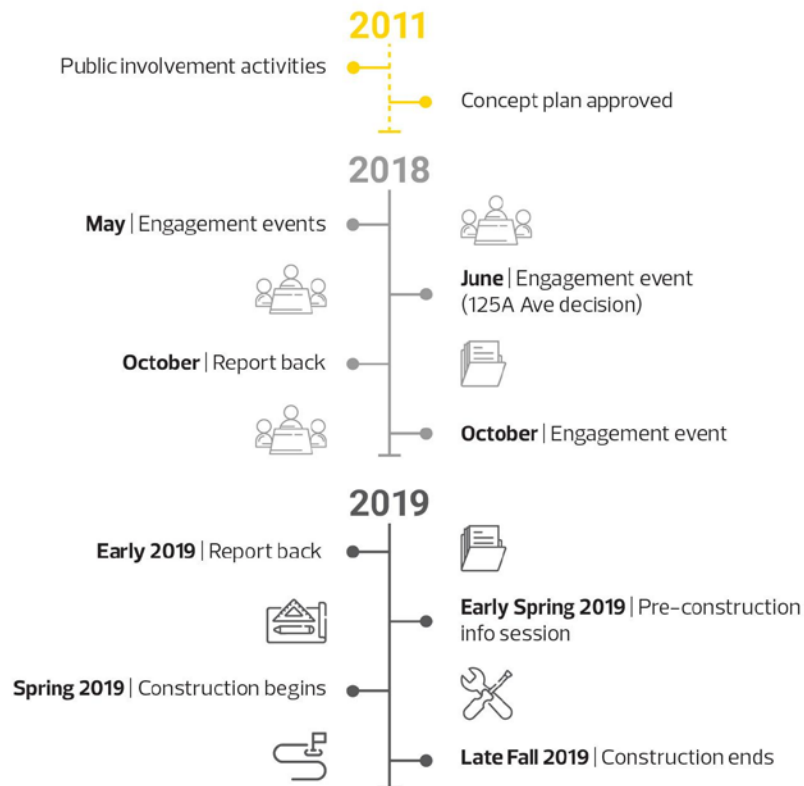
### 97 Street to 82 Street Area: Fall 2018 Engagement

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## I. PROJECT BACKGROUND

Edmonton City Council endorsed the Yellowhead Trail Strategic Plan in 2011. This plan will see Yellowhead Trail changed into a freeway by 2026–2027. This means three lanes of traffic going both ways and moving at a target speed of around 80 km/hr. To do this, the traffic lights and turns on and off Yellowhead Trail at 89 Street will need to be taken out.



In Spring 2018, we started engaging with people about the changes. We met with people from community leagues and local businesses to talk about many different parts of the project because we wanted to ensure we understood and considered the perspectives of the Delton Business Area while we turn Yellowhead Trail into a freeway.

In June 2018, property owners and business owners and managers in the Delton Business Area were asked to help decide if 125A Avenue should be a one-way or two-way street. Everyone decided they wanted 125A Avenue to be a two-way street. People shared other ideas and concerns. We wrote a summary of this engagement in our October, 2018 [What We Heard/What We Did report](#).

In October 2018, the City of Edmonton continued engagement on the Yellowhead Trail Freeway Conversion 97 Street to 82 Street Area changes. On October 16, we invited people in the area to an event to learn about the design of 125A Avenue from 97 Street to 82 Street. They could tell us what they thought about the plans, and afterwards people were able to respond to the design plans online. The subjects they could talk about online were the same as what they could talk about at the event.

## What was the engagement in October about?

We did this engagement because we wanted to hear what you think about our design plans. We also wanted to learn whether the design makes it easier or harder for you to move around in the area when you're walking, riding a bike, or driving. We talked about what we heard from you and, where we could, made changes to the design. This helps make sure that the design will be better for everyone in the community.

The City of Edmonton uses an engagement spectrum to show the role and the level of influence the public has over decision making. For this engagement, what you said was in the 'ADVISE' part of the spectrum. That means that we invited you to share your feedback and combined it with other information such as technical requirements, policy considerations and freeway standards to make the final design plans.

### Public Engagement Spectrum



- Public engagement events
- Online engagement

## What we asked and how we engaged

### What we asked

- 1) Changes to design plans: What are your thoughts of the changes made to these plans?
- 2) Walking, cycling, and driving around the area: How does this design support or impact your movement in the area as a pedestrian, cyclist, or motorist?
- 3) What information is important for you to receive about construction?

### How we engaged



#### Public engagement event

One public engagement event  
63 people came to the event



#### Online engagement

One online engagement survey  
54 people responded online




### Project Area Map

This map was shown to the public at our October event. It shows what changes are being made and where they are happening.



## What you told us, and what we did

**Changes to design plans: What are your thoughts of the changes made to these plans?**

What You Liked	
	
What We Heard	What We Did
<ul style="list-style-type: none"> <li>• People like the changes shown in the design plans.</li> <li>• 89 Street intersection changes are good for safety and traffic flow.</li> <li>• Changes to 82 Street, 97 Street and 125A Avenue specifically are all good.</li> </ul>	<ul style="list-style-type: none"> <li>• We heard what you liked and kept it in the design plan.</li> </ul>



**Access & Wayfinding**



Wayfinding is a kind of information system that helps guide people through an area or space.

What We Heard	What We Did
<ul style="list-style-type: none"> <li>• Getting to some streets and the Delton Business Area will be harder.</li> <li>• We need more or better signs to help nearby businesses.</li> <li>• Some people thought there are too many access points to get on or off Yellowhead Trail right now. This makes drivers have to stop more than they should when they are driving along Yellowhead Trail. They like that they won't have to stop at 89 Street anymore when they are driving.</li> <li>• Some people thought there weren't enough access points to get on or off Yellowhead Trail to get to businesses in the design.</li> </ul>	<ul style="list-style-type: none"> <li>• There are lots of good things about making Yellowhead Trail a freeway. But turning it into a freeway will mean that there won't be as many access points to get on or off of the road. We have kept access points to get on or off Yellowhead Trail from/to 125A Avenue at 97 Street and 82 Street.</li> <li>• Signage will differ along the corridor depending on function, location (on ramp/off ramp, and spacing to accommodate them). The wayfinding strategy will set a road map of what type of signs are appropriate along the corridor and how they'd work for a freeway.</li> </ul>

Design - How It Looks




What We Heard	What We Did
<ul style="list-style-type: none"> <li>● We don't want the green space, in areas like near 82 Street. Some of the trees are mostly dead and should be taken out.</li> <li>● Current design makes it hard to see some areas. It blocks signs in some places, and supports the local homeless camp by making it harder to see. This is a safety problem.</li> <li>● Traffic island where you get on or off Yellowhead Trail from 125A Avenue at 82 Street makes it hard to see.</li> <li>● Make the noise wall more attractive.</li> </ul>	<ul style="list-style-type: none"> <li>● Some of the work on green space will be done as part of this project. A strategy for landscaping along the entire corridor will be also be developed.</li> <li>● We will take away the trees in the area east of where you drive on or off Yellowhead Trail to make it easier to see.</li> <li>● A plan for business signs and noise walls will be made for all of Yellowhead Trail in the future.</li> </ul>

**Design - How It Works**



What We Heard	What We Did
<ul style="list-style-type: none"> <li>● Think about putting in a traffic circle instead of a traffic triangle around 95 Street and 125A Avenue.</li> <li>● The acceleration lane, which people use to speed up to get onto the Yellowhead on-ramp, west of 82 Street, is too short.</li> <li>● The traffic islands on 125A Avenue near 82 Street and 97 Street are bigger than they need to be. The area can be used for more turning room.</li> <li>● Some people want to keep more traffic lights on Yellowhead Trail, like at 89 Street. Other people want to take away traffic lights so there is less stopping when driving.</li> <li>● There should be more parking in the area.</li> </ul>	<ul style="list-style-type: none"> <li>● There is not enough space in the project area to fit traffic circles.</li> <li>● We are going to make the acceleration lane longer, west of 82 Street, for cars and trucks to speed up and merge onto Yellowhead Trail.</li> <li>● Traffic islands will allow vehicles and large trucks to free-flow in and out of 125A Avenue.</li> <li>● Business owners were offered the option of operating a parking lot on City-owned land, however, no one expressed interest in this option.</li> </ul>

## How does this design support or impact your movement in the area as a pedestrian, cyclist, or motorist?

MOVEMENT - WHAT WE HEARD		
MOTORISTS	CYCLISTS	PEDESTRIANS
		
<p>Changes will make traffic move easier and faster, with not as many stops.</p> <p>There won't be as many distractions to drivers when getting on or off Yellowhead Trail.</p> <p>The changes might make it harder for people to get on or off of the road.</p> <p>It might be harder for people to know where to go.</p> <p>The changes help trucks move around by giving them more room to speed up and get on or off the road.</p>	<p>Yellowhead Trail still isn't safe for people riding bikes.</p> <p>It's still dangerous to cross 82 Street.</p>	<p>The changes make it easier and safer to walk in the area by adding more paths.</p> <p>Some people think the area still isn't safe to walk around or use a wheelchair in, especially when crossing streets like 97 Street.</p>
MOVEMENT - WHAT WE DID		
		
<ul style="list-style-type: none"> <li>+ We made it easier for drivers to see when turning right from the southbound direction to the westbound direction on 82 Street. This will make it safer for people walking to cross the street.</li> <li>+ A crosswalk will be added in front of Habitat for Humanity.</li> <li>+ We are keeping the crosswalk that goes from north to south on the west side of the 82 Street interchange. We will also add sidewalks on 125A Avenue between 97 Street and 82 Street. This will help people walk in the area safer and easier.</li> </ul>		

## What information is important for you to receive about construction?

### WHAT WE HEARD

#### WHAT YOU WANT TO HEAR FROM US

- + How long construction will take and when it will be happening.
- + Exactly when roads are going to be closed.
- + When and where you will have to take different roads, including for trucks and police cars, fire trucks or ambulances.
- + How the project is going, overall.

#### WHAT WE'RE GOING TO TELL YOU

- + We'll make sure to warn you about road delays or route changes as early as we can.

### WHAT WE DID

#### HOW YOU WANT TO HEAR IT

- + Road signs or billboards in the area.
- + A long time before construction starts.

#### HOW WE'RE GOING TO TELL YOU

- + We'll share what we know about construction through construction bulletins, the pre-construction information session, road signs, our email list, project web page and social media.
- + We're thinking about having digital messaging signs in the project area.



## What's going to happen next

We will be having an event on April 9 from 3 to 7 p.m. at the Delton Community League hall (12325 88 Street NW). Everyone is welcome. We will be sharing the final design plans for the area. We will also talk about when construction will happen and how we are going to tell you about it.

If you would like to hear from us during construction, please sign up to receive email updates at [edmonton.ca/Yellowhead97to82Street](http://edmonton.ca/Yellowhead97to82Street).

## Yellowhead Trail Freeway Conversion Program Next Steps

The Yellowhead Trail Freeway Conversion Program, identified in the City's 2019–2022 Capital Budget as a transformational project, will upgrade Yellowhead Trail in order to improve the safety, operational capacity and level of service of this key inter-city, inter-regional and inter-provincial route. Yellowhead Trail has the highest volume of truck traffic within Edmonton and has national significance as part of the Trans-Canada Highway. The Program is fully funded, with a total budget of about \$1 billion committed from all levels of government.

Public engagement for the Yellowhead Trail Freeway Conversion Program was conducted across the Edmonton Metropolitan 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 online. The feedback received will be used in design considerations for various projects throughout the Program and inform future communications and engagement plans so they reflect your ideas and preferences for how you want to be involved and informed.

Over the next four years, planning, design and public engagement on the multiple projects that make up the freeway conversion will continue. Construction will start in 2019 on roads parallel to Yellowhead Trail in the 149 Street area, and on the service road (125A Avenue) between 97 Street and 82 Street. Major construction on Yellowhead Trail is anticipated to start in Spring 2020. Sign up online to stay informed and learn about public engagement opportunities: [edmonton.ca/YellowheadTrail](http://edmonton.ca/YellowheadTrail).