

Yellowhead Trail: St. Albert Trail to 97 Street Sherbrooke Community Conversation What We Heard Summary

An in-person community conversation event was held for Sherbrooke residents to receive an update on the design for the St. Albert Trail to 97 Street section of Yellowhead Trail and discuss accesses to the neighbourhood, active transportation connections and options for the landscaping and open space features.

The event was held at the Sherbrooke Community League Hall (13008 122 Ave NW, Edmonton) on Thursday, May 26, 2022, from 7:00 to 8:30 p.m. The event included a presentation, followed by small group discussions. Approximately 29 residents attended.

A recorded version of the presentation shared at the event is included on the project website edmonton.ca/YellowheadSATto97Street.

A survey was available from May 26 to June 15, 2022, for residents to provide feedback about the same topics discussed at the community conversation event. The survey was available online and paper copies were also available at a drop box located near the Sherbrooke Community Hall. Twenty survey responses were received.

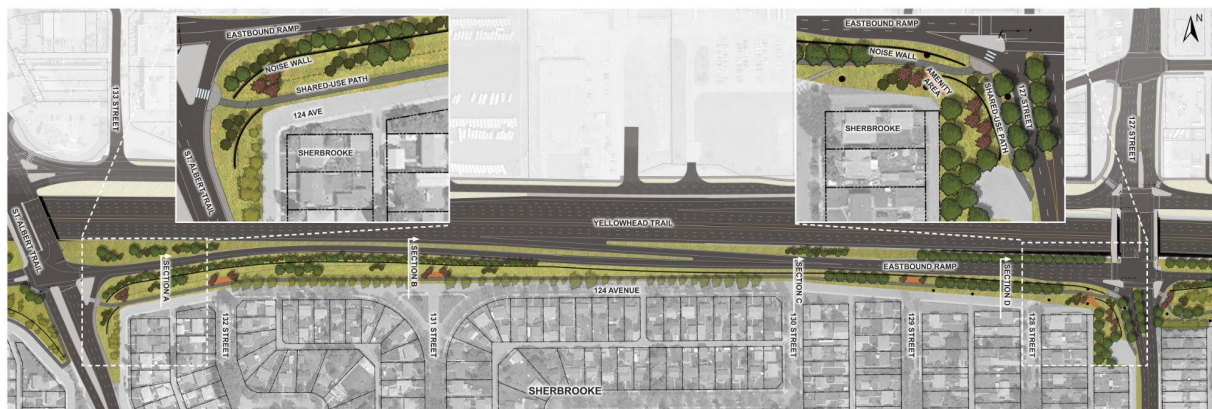
The following pages provide a summary of what we heard from Sherbrooke residents at the in-person community conversation event and from the online survey, and what's next for the project.

In-person Community Conversation Event Feedback Summary

At the in-person community conversation event, the City team presented two concept options for the landscaping and open space features for the Sherbrooke neighbourhood. The options presented are highlighted below along with a summary of residents' questions and feedback.

What We Shared

Concept Option 1- Straight Wall with Straight Shared-use Path



Option 1 provides a straight noise wall next to the service road with a straight shared-use path.

In this option:

- The new straight noise wall is located close to the new service road.
- The new illuminated straight shared-use path is located north of 124 Avenue, maximizing opportunity for usable open space and new amenities north of it.

Considerations:

There is more available open space than is provided in Option 2, offering more opportunity for amenities (seating, waste receptacles, etc.).

Concept Option 2 - Curved Wall and Curved Shared-use Path



Option 2 provides a curved noise wall next to the service road with a curved shared-use path.

In this option:

- The curved noise wall is located close to the new service road.
- Open space is provided north and/or south of the new illuminated shared-use path where space allows.

Considerations:

- There is less available open space than in Option 1, providing less opportunity for amenities (seating, waste receptacles, etc.).
- The new open space provides visual interest with the curved wall and shared-use path.

What We Heard

Design

Residents expressed concern about how the Option 1 design may negatively affect those who live adjacent to the project area. However, positive comments were made about how the concept includes a high noise wall and that the shared-use path prioritizes active transportation in the area.

Some residents preferred a curved wall in Option 2 because they feel it is more aesthetically pleasing while others feel the curves may reduce sightlines.

Residents mentioned that Option 2 may be easier for walking, while others noted that the curving wall and shared-use path may slow down the speed of users.

Some residents expressed not wanting more pedestrian or bike traffic in the area at all.

Safety, Visibility and Lighting

Residents shared concerns that the design may invite undesirable activity into the open space and encouraged the City to ensure clear sightlines when designing the space and create an area that minimizes undesirable or criminal activity.

Landscaping and Recreation Amenities

For Option 1, while survey respondents noted interest in including a dog off-leash area, those who attended the in-person event did not support this idea. Instead, respondents at the open house expressed support for the addition of benches, rest areas and garbage cans. Residents also shared the desire to use the space year-round for a variety of uses, including children's outdoor play. Landscaping, including trees, was also mentioned as being desirable in the space.

For Option 2, residents provided mixed feedback regarding amenities. Some residents want picnic tables, garbage cans and benches, while others prefer only benches and no picnic tables and some do not want benches at all. Residents also shared support for community gardens and greenery including shrubs and trees. However, it was noted by some that shrubs should not create a barrier to open sightlines.

Noise Mitigation

Residents shared that noise mitigation is important to them and that they would like noise levels to be maintained or lowered with a higher noise wall or using trees/shrubs as a sound barrier. Residents provided positive feedback on the proposed height of the noise wall.

Construction

Residents shared concerns about how adjacent properties may be negatively affected during the construction process and expressed concern about noise and community access during construction.

Adjacent Homes

While discussing Option 2, residents voiced concern about the impact of the new roadway and shared-use path/open space design, including the possible negative impacts on their property values.

General Comments

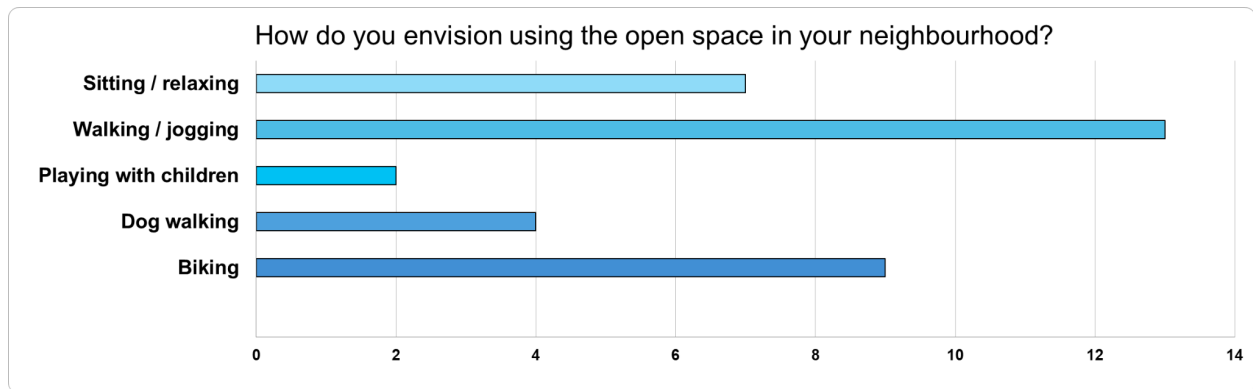
General comments received about the design options and project area include the following:

- Consider a bike lane (on-street facility) on 124 Avenue rather than a shared-use path. And consider keeping the paths local and located outside of community noise walls.
- Consider improving the landscaping along St. Albert Trail.
- Consider making the shared-use path crossing more direct at St. Albert Trail, similar to the crossing at 127 Street.
- Concern about increased traffic or shortcutting along 120 Avenue during construction due to bottlenecks at 127 Street and 122 Avenue.
- Concerns related to the challenges with people using traffic circles in the area improperly (e.g., St. Albert Trail and 118 Avenue).
- It was noted that there are 10 school buses a day on 122 Avenue.
- Generally supportive of a signal at 122 Avenue/Sherbrooke Avenue. However, concern was expressed that stop and go traffic would be worse for noise and emissions.
- Consider leaving space in Option 2 for a toboggan area.
- Concern was noted about the community league being responsible for maintaining a community garden in the open space area.
- Concern was noted about how noise and dust would be managed/reduced during construction after the current noise wall is removed and before the new noise wall is constructed.
- Concern was expressed about emissions coming over the noise wall from the service road and from traffic along St. Albert Trail.
- Concern was noted about losing open space because of the service road and eastbound off ramp.

Survey Feedback Summary

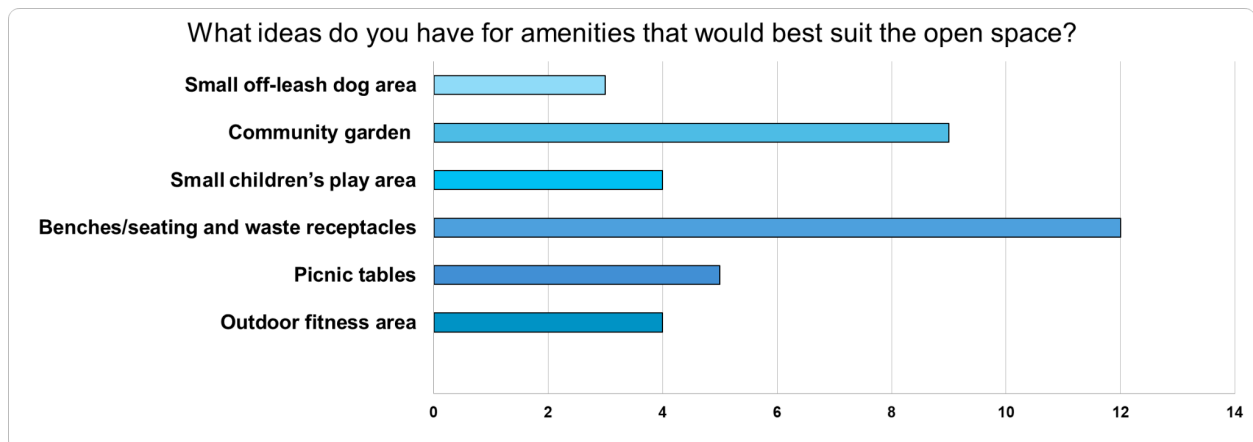
Question: How do you envision using the open space in your neighbourhood?

Residents envision using the Sherbrooke open space for walking, jogging, biking, sitting/relaxing and dog walking.



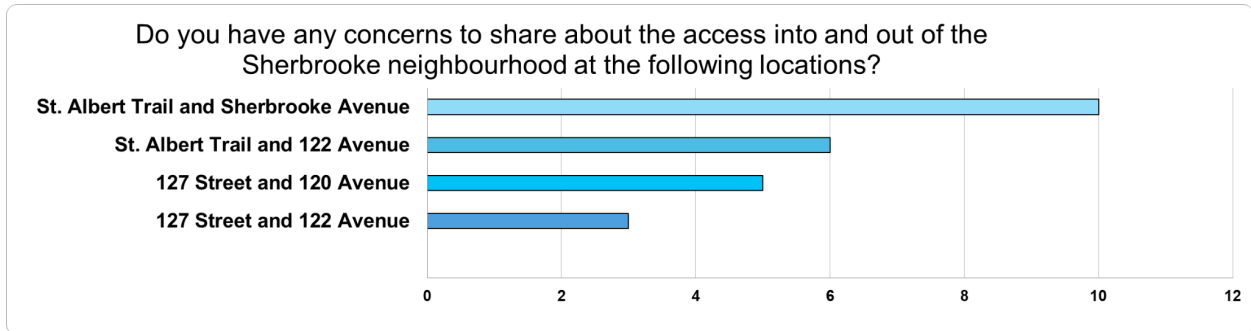
Question: What ideas do you have for amenities that would best fit the open space?

Amenities residents desire most for the open space include benches, seating and waste receptacles, picnic tables, a community garden, and a fenced off-leash dog area.



Question: Do you have any concerns to share about access into and out of the Sherbrooke neighbourhood at the following locations? If yes, please explain.

Residents shared that they are most concerned about access to the Sherbrooke neighbourhood from the St. Albert Trail and Sherbrooke Avenue intersection.

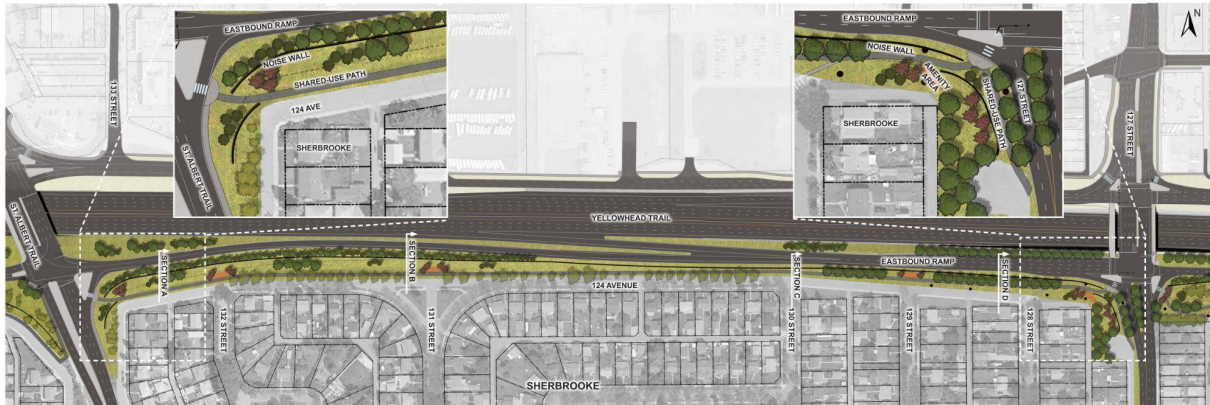


Two residents suggested implementing full signalization at the St. Albert Trail and Sherbrooke Avenue intersection to allow for equal and coordinated traffic flow from all directions.

Two residents also shared that they would like traffic calming measures implemented in certain areas to discourage shortcutting and speeding in the neighbourhood and to increase cyclist and pedestrian safety. Four residents noted that they are concerned about the impacts of the potential increase in traffic through the area as a result of the conversion of Yellowhead Trail.

Question: What do you like about Option 1?

Concept Option 1- Straight Wall with Straight Shared-use Path



Residents shared that they like the following design features:

- How trees and proposed landscaping are incorporated into the space.
- The open green-space available.
- Clear sightlines for safety.
- The simplicity of the design.

Question: How could Option 1 be improved?

Residents suggested the following improvements:

- Improve sightlines for user safety.
- Replace trees that will require removal.
- Remove the shared-use path as it may invite undesirable activity.
- Increase the height of the berm and noise wall for better noise mitigation.
- Reduce the adjacent width of the ramp and service road.
- Add a fenced dog off-leash area.
- Add recreation amenities.

Question: What do you like about Option 2?

Concept Option 2 - Curved Wall and Curved Shared-use Path



Residents shared that they like the curved wall and path as they are visually appealing. Residents also mentioned that the trees, shrubs and green space on either side of the shared-use path are desirable.

Question: How could Option 2 be improved?

Residents recommended the following improvements to Option 2:

- Ensure eco-friendly landscaping or plants that require less water.
- Include seating and gathering spaces.
- Push biking activity onto the road and establish the pathway for pedestrian use only.
- Increase the height of the berm and noise wall to better mitigate noise.
- Maximize green and open space by reducing the size of other amenities.
- Include a community garden.
- Add more trees.
- Straighten the shared-use path to improve sightlines.

What's Next

Feedback received from Sherbrooke residents at the in-person community conversation event and from the online survey will be used along with City policies and programs and technical analysis to refine the active transportation connections, and landscaping and open space features for the neighbourhood. The revised plans along with the preliminary design plan for Yellowhead Trail: St. Albert Trail to 97 Street, will be shared with residents in 2023.

The City will provide more detailed information about the project as it moves forward into future phases of design and construction. To stay up to date and get the latest information about this project please visit edmonton.ca/YellowheadSATto97Street and sign up for the e-newsletter.