

66 Street Intersection Final Concept

Welcome Public Engagement Session **TODAY!**

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Let's Talk

Partial Interchange – 66 Street Flyover

Thank you for choosing to be here today.

Please review our display boards and the table maps as we share the final concept for what will be built at the intersection of Yellowhead Trail and 66 Street.

Only minor modifications will be considered from this point forward.

We invite you to share your thoughts.

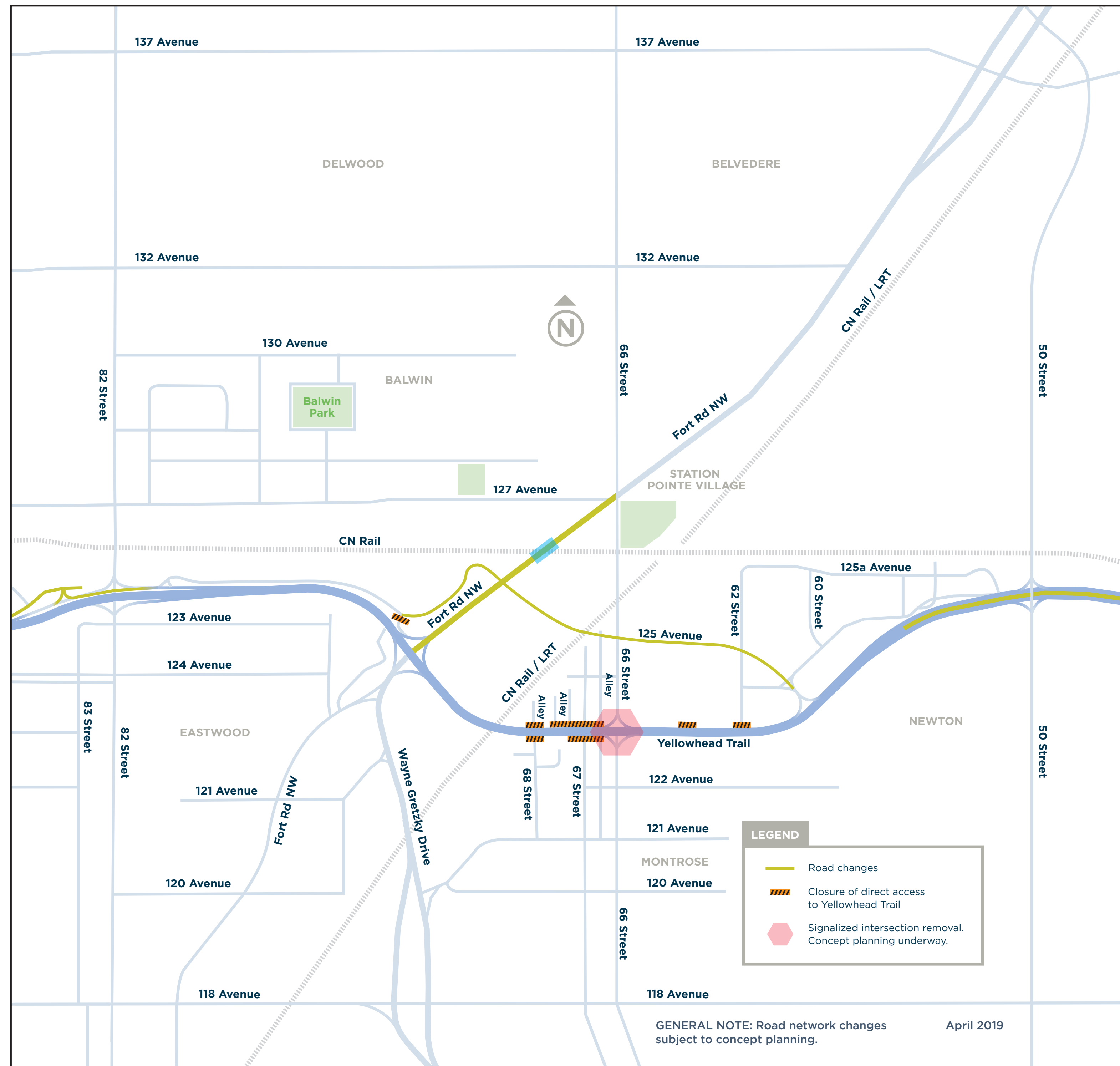
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Project Area Map



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Project Overview

The City is now in the final stage of the concept planning study.

This study included:

- + Reviewing the removal of the 66 Street traffic signals
- + Reviewing the closure of other nearby accesses to Yellowhead Trail between 68 and 62 Street
- + Determining how these changes affect area traffic flow to and from Yellowhead Trail and area properties
- + Providing new solutions for the roadway network to ensure safe and reliable operation

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Project Phases



2011: Strategy

The Yellowhead Trail Freeway Conversion Strategic Plan directed the closure of access to and over Yellowhead Trail at 66 Street.

2020:

Preliminary Design

Develop the concept plan in more detail, determine issues and constraints and how those can be managed. Prepare schedule and budget.

2024–2025: Build

Construction will start with roadway network changes off Yellowhead Trail.



2018–2019: Concept

Developing a plan for *what* will be built and what it will look like, including changes to the broader roadway network.

2021: Detailed Design

Complete the preliminary design and prepare plans and specifications that will guide construction and ensure that changes are built to standards.

2026: Operate

Construction will be completed. The area will be fully open for use in its new form.

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Public Engagement Process

Listen and Learn

- + We met 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.
- + We conducted technical studies and used your input to consider design options.

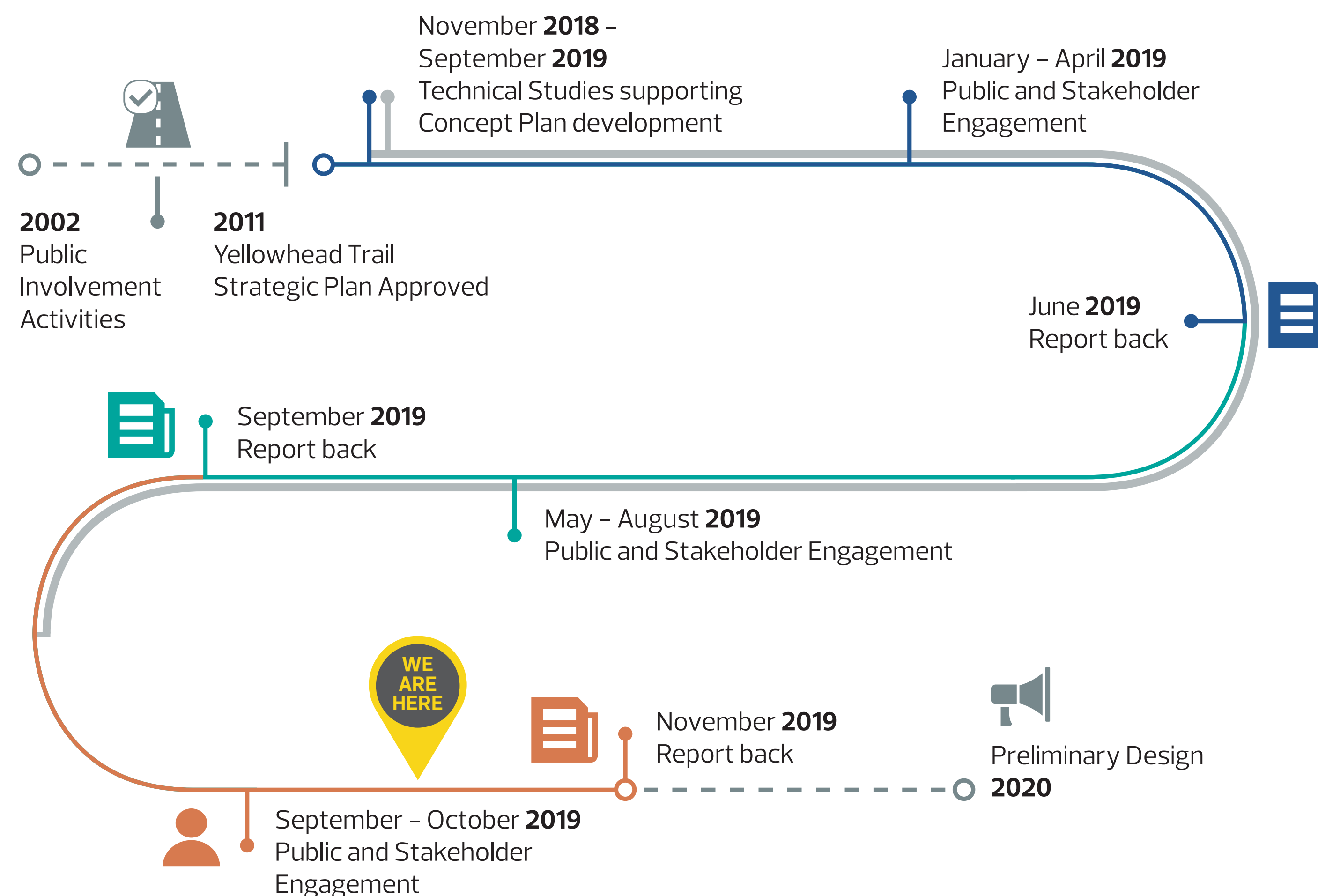
Configuration Options and Evaluation

- + We presented three design options for the future roadway network and invited you to help us refine them.
- + We conducted further studies on each option, considered public input and evaluated options to determine a final concept plan.

Final Concept



- + We are sharing the final concept plan for the intersection of Yellowhead Trail and 66 Street.
- + We want to know what you think of the final concept plan.



ENGAGEMENT PROCESS

Listen and Learn January – April 2019
Configuration Options & Evaluations May – August 2019
Final Concept September – October 2019
Technical Studies November 2018 – September 2019

*Revised October 2019

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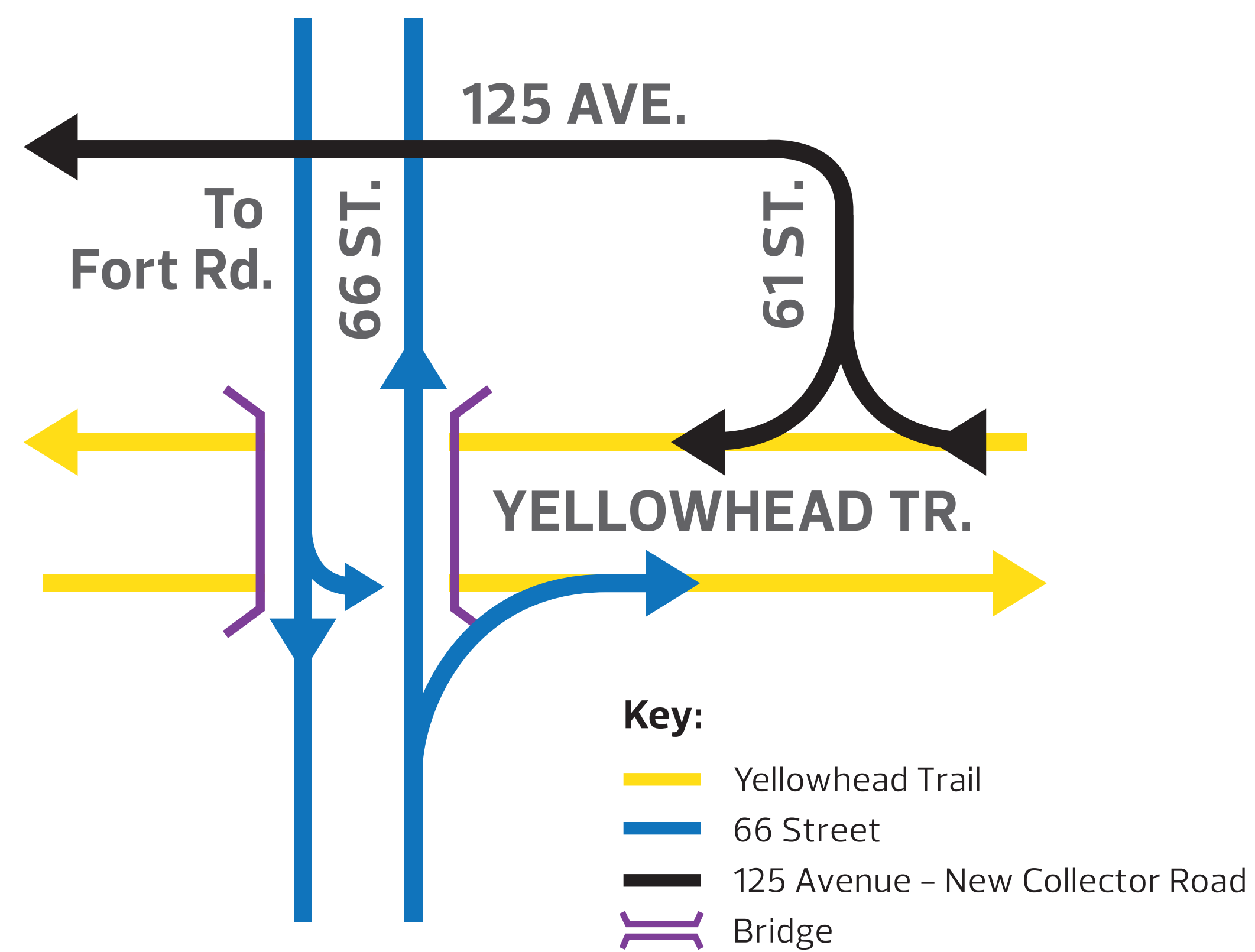
Final Concept

Partial Interchange – 66 Street Flyover

We are now sharing the **final concept** of what will be built at Yellowhead Trail and 66 Street.

Only minor modifications will be considered from this point forward.

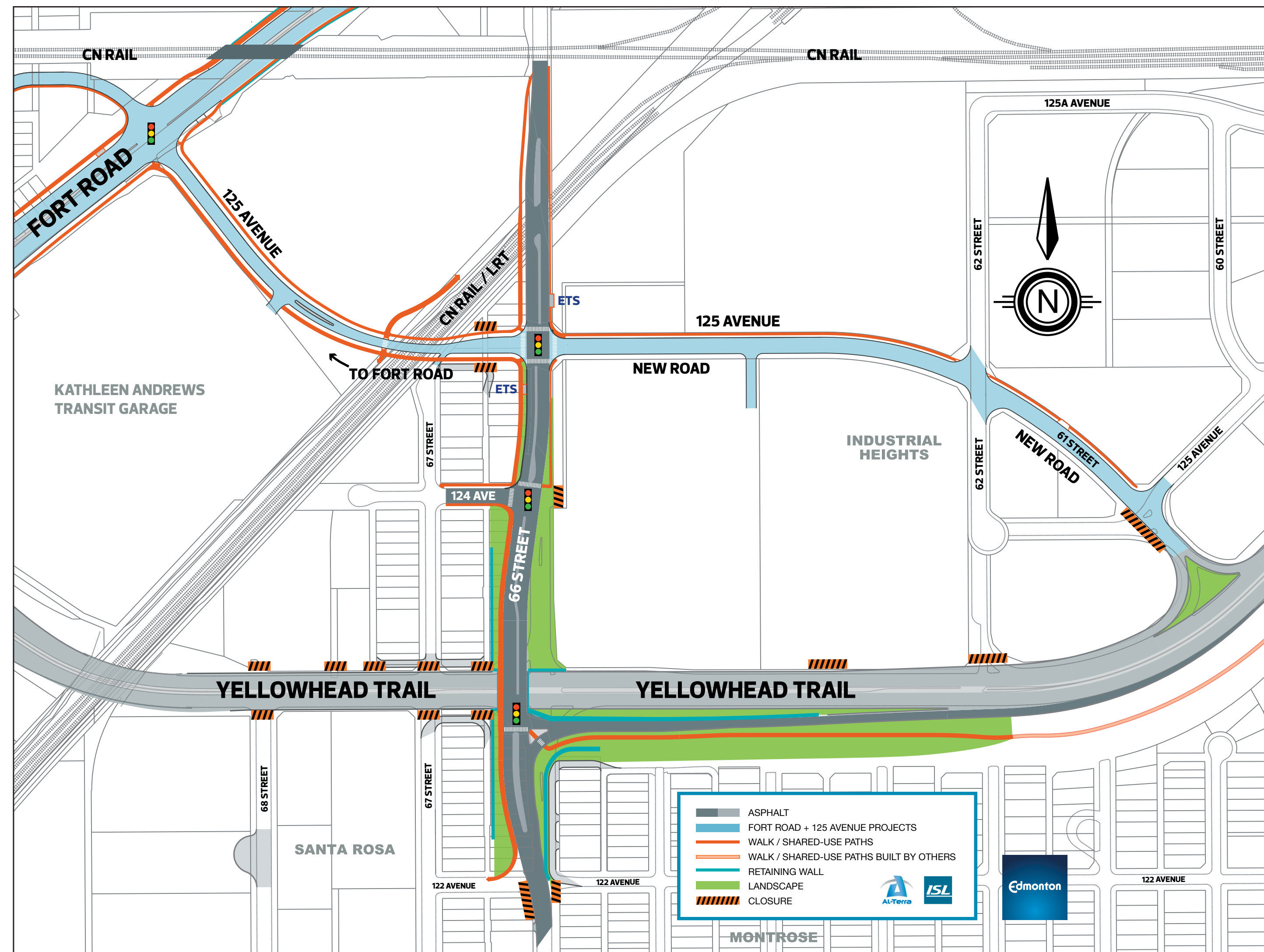
We invite you to share your thoughts.



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Concept Plan Highlights

- + 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



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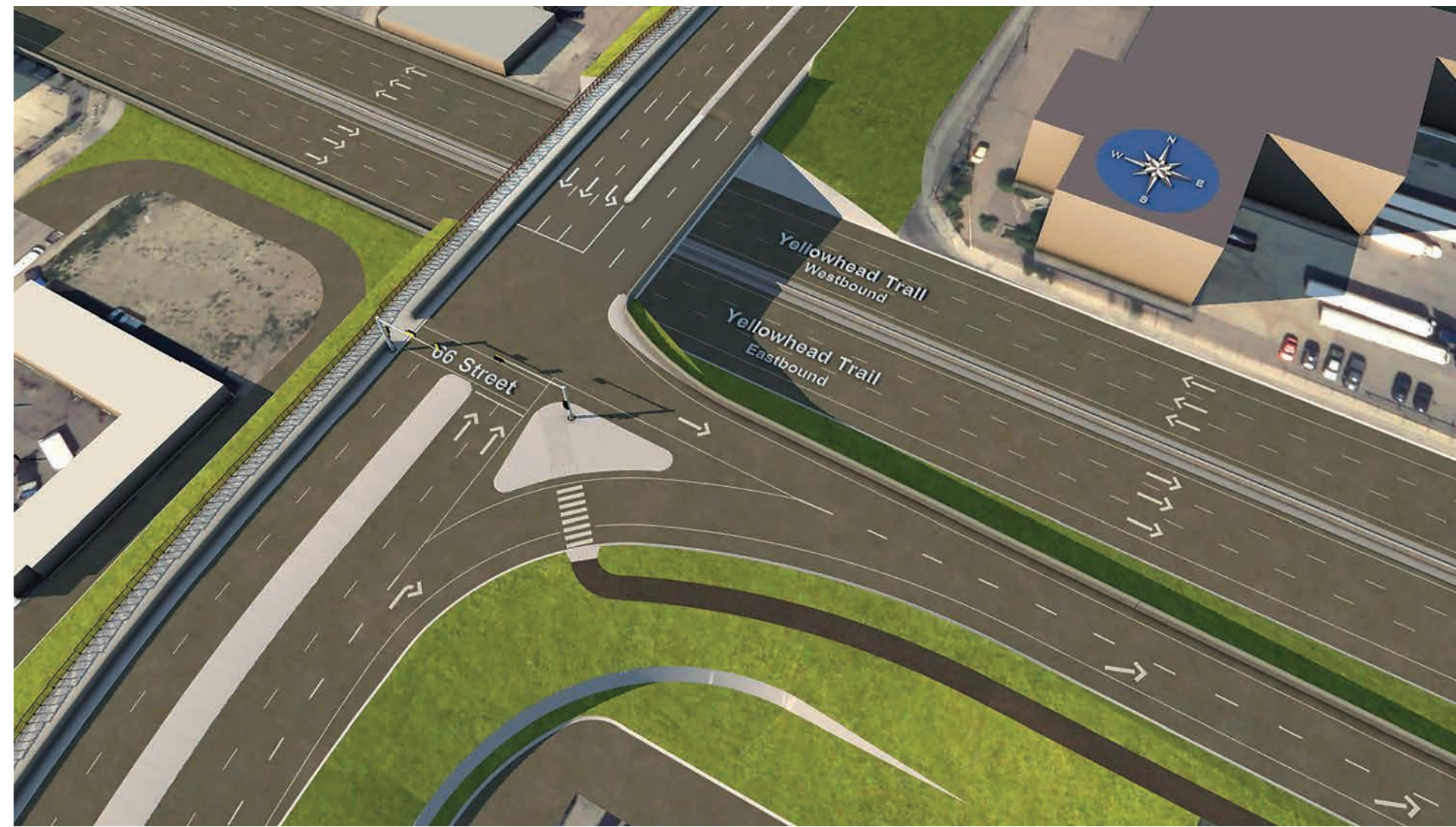
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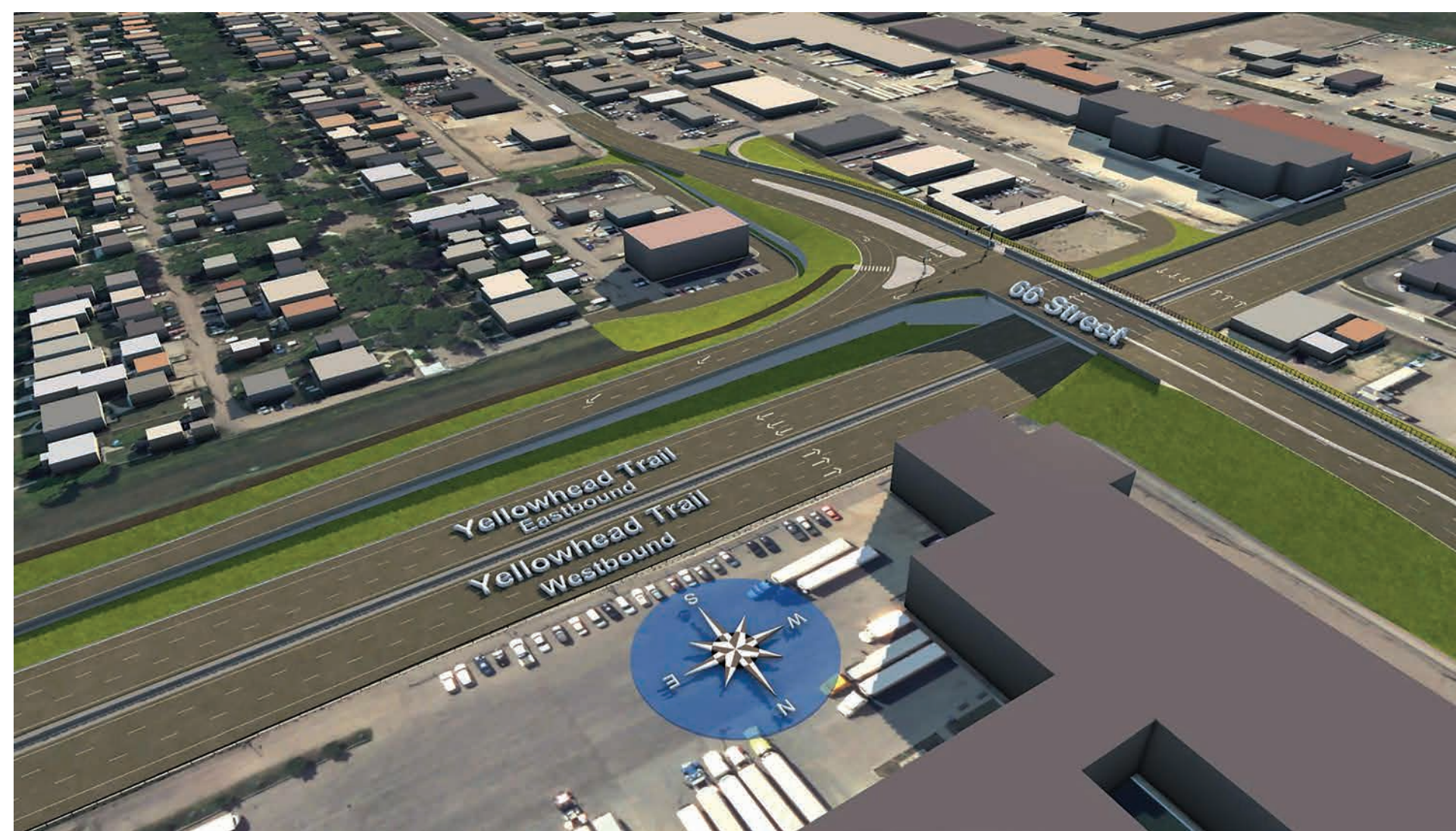
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82 Street to 50 Street: 66 Street Intersection

Concept Renderings

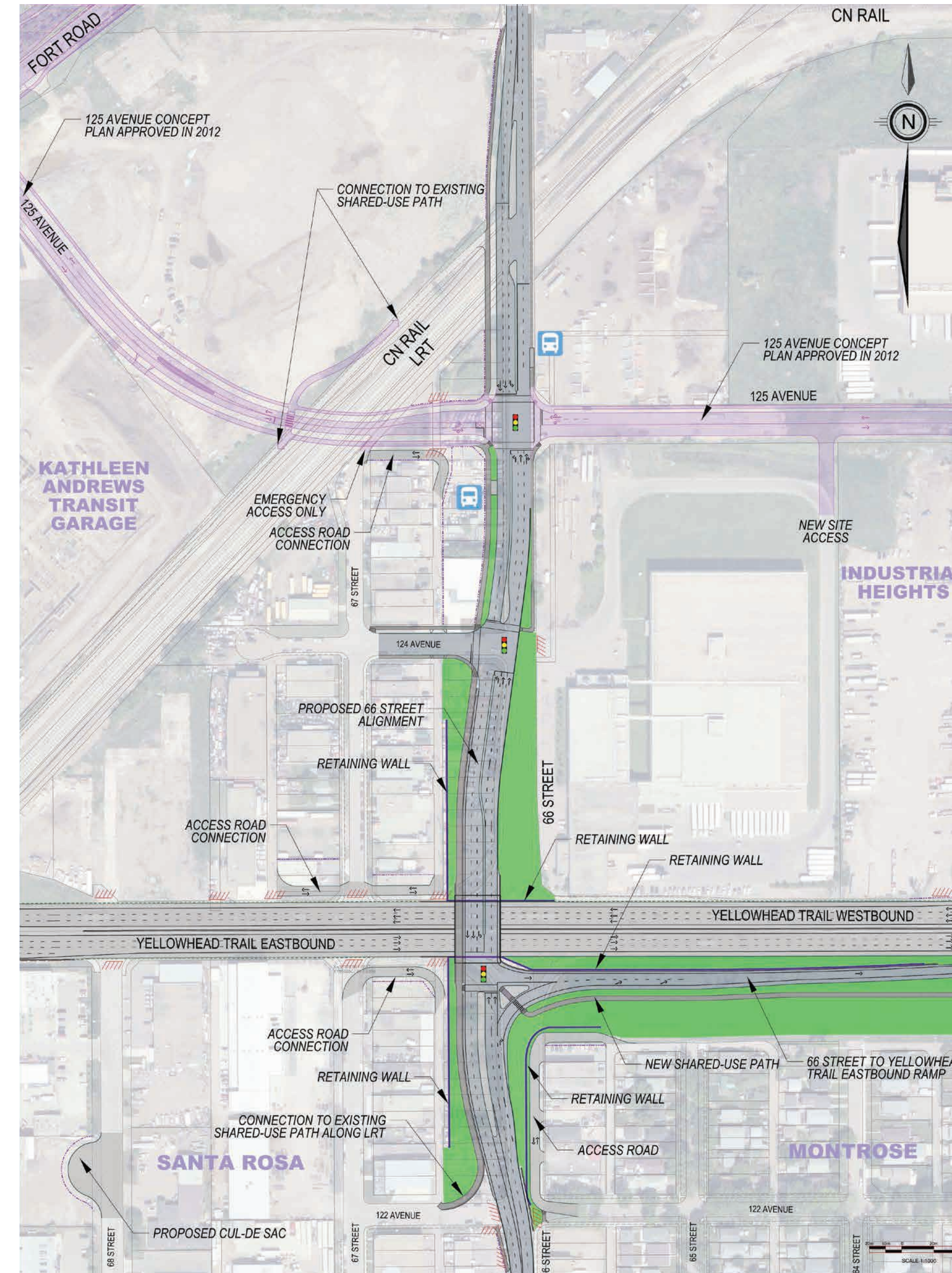


A. Concept images of the 66 Street Flyover and eastbound ramp onto Yellowhead Trail facing northwest.



B. Concept images of the 66 Street Flyover and eastbound ramp onto Yellowhead Trail facing southwest.

Concept Plan



View the engineering drawing of the full project area on the table maps.






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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	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				
 User Benefits/Customer Service – includes safety, travel times, neighbourhood and business access				
 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				
 Environment – includes impacts on the environment, such as emissions, noise and visual impacts				
 Financial – includes land, construction, maintenance and rehabilitation costs				

■ 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 two out of six criteria, and scored second highest in three out of six criteria. Option 2B was the only option that did not score the lowest in any of the six criteria.

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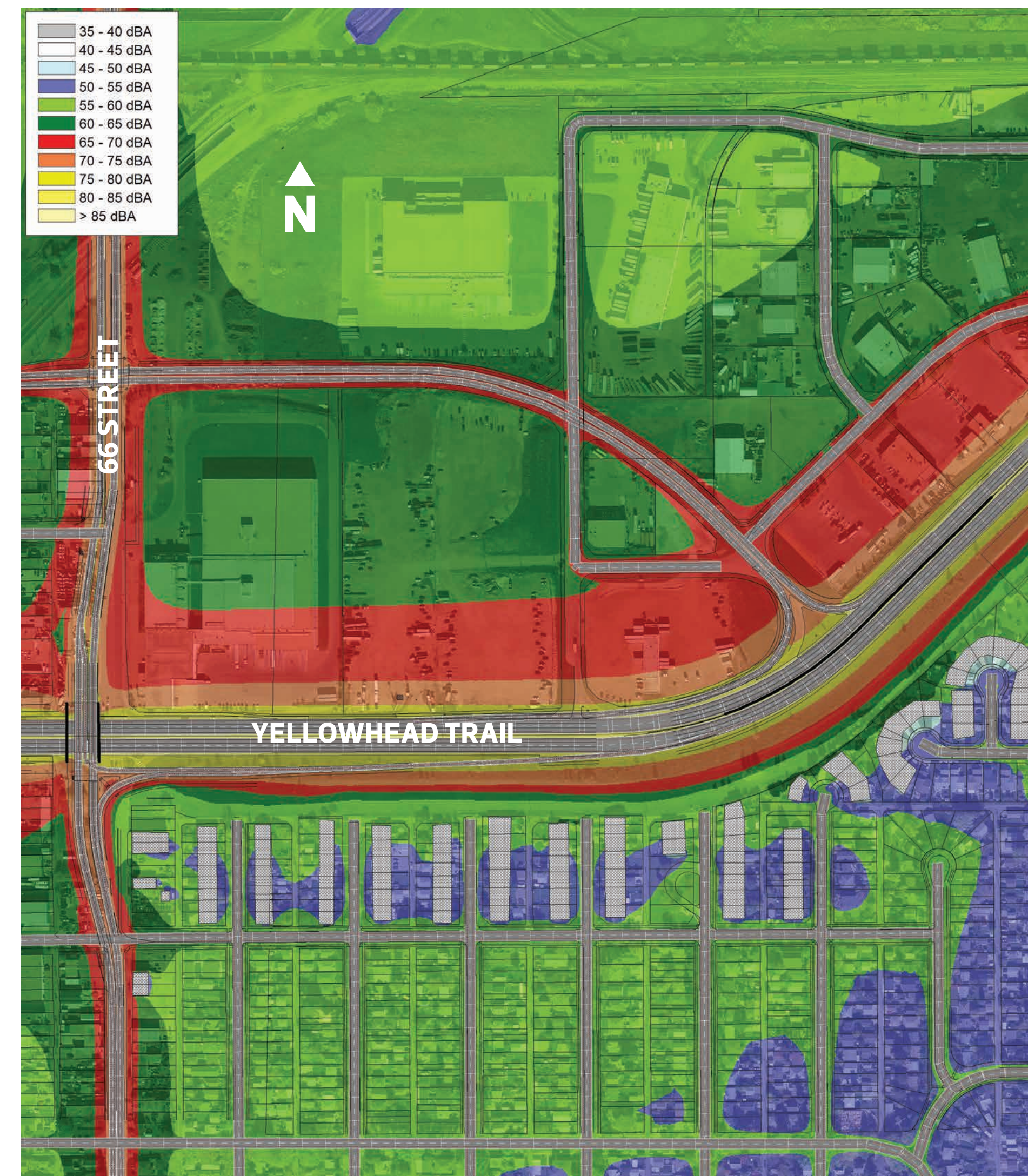
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Noise Study

- + 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.



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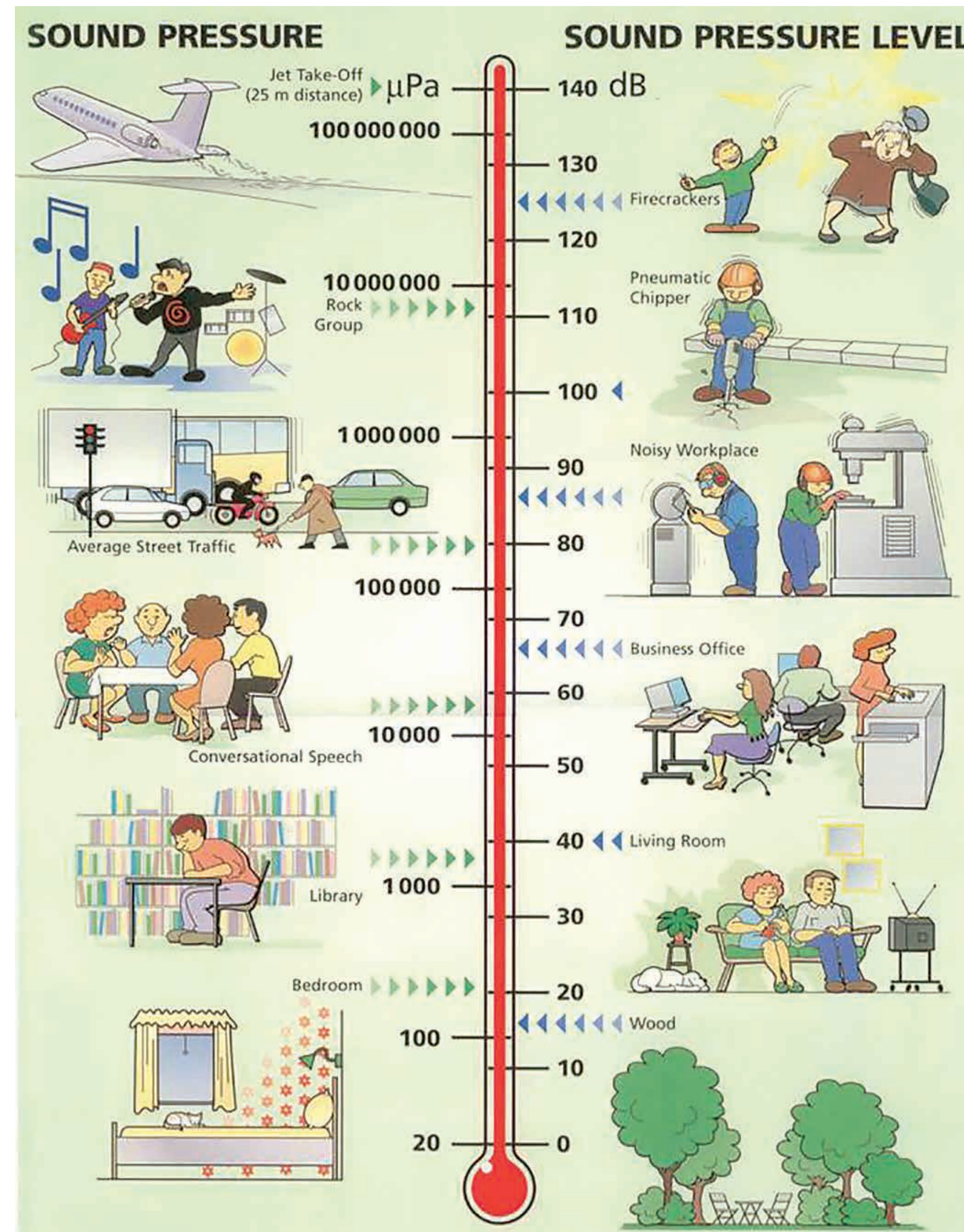
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Understanding Noise

- + 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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Traffic Study

- + A study was conducted to determine the effect of the concept plan on the overall roadway network.
 - + Projection of future traffic volumes in 2030
 - + Analysis of traffic operations at key intersections within the project area (118 Avenue to 137 Avenue, 82 Street to 50 Street) in peak hours
- + Although traffic volumes increase by 2030, most intersections continue to operate reasonably well.
- + Changes to operation levels are generally a result of growth, with minimal impact from the changes at 66 Street.
- + As part of the Fort Road Widening project, further study is recommended at:
 - + Yellowhead Trail and Fort Road/Wayne Gretzky Drive interchange
 - + Fort Road and 66 Street intersection

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Public Engagement: How We Engaged

Listen and Learn



Stakeholder Meetings

(Commercial property owners, community league and parent advisory councils)

January to April 2019
17 meetings



Business and Property Owner Drop-In Event

Jerry Forbes Centre for Community Spirit
February 2019
30 participants



Two Drop-in Public Engagement Sessions

Jerry Forbes Centre for Community Spirit and Balwin School
March 2019
343 participants



Online Engagement

Input was received on the City's project webpage
February to March 2019
181 participants

Configuration Options and Evaluation



Stakeholder Meetings

(Commercial property owners)
June to July 2019
8 property owners invited,
4 meetings held



Business and Property Owner Drop-In Event

Jerry Forbes Centre for Community Spirit
June 2019
2 participants



Two Drop-in Public Engagement Sessions

Jerry Forbes Centre for Community Spirit and Balwin School
June 2019
237 participants



Public Survey

Online, as well as paper copies at public events
June to July 2019
318 participants

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Public Engagement: What We Heard and What We Did

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

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82 Street to 50 Street: **66 Street Intersection**

Video Flythrough

Watch our video to see a digital rendering of the new roadway network in the project area.

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