What We Heard Report

82 Street to 50 Street: 66 Street Intersection

Phase 2 Engagement:
Configuration Options & Evaluation
May to August 2019

SHARE YOUR VOICE SHAPE OUR CITY

Edmonton

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Thank you for talking with us.

We know changes to Yellowhead Trail will affect you, the way you travel, and the way you do business. The input you provided helps us understand your views and perspectives on each of the three roadway design options proposed for the intersection of Yellowhead Trail and 66 Street. This is an important step in the evaluation of the options to determine the concept plan.

This report provides a review of Phase 1 engagement and how your feedback in Phase 1 was used to inform the design options shared in Phase 2. It also summarises Phase 2 engagement including who we talked to, what we asked, what we heard, and how input is being used.

THANK YOU.

EXECUTIVE SUMMARY: PHASE 2 AT A GLANCE

What We Did

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

HOW WE ENGAGED



Stakeholder Meetings

(Commercial property owners)

June – July 2019

8 property owners invited,

4 meetings held



Business and Property Owner Drop-In Event

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 copie: at public events

June – July 2019 318 participants

What We Learned

In Phase 2 we learned:

- 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 post construction

What Happens Next

Information gathered in Phase 2 will be used to inform:

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

During Phase 3, in October 2019, you will have the opportunity to view and provide final perspectives on the concept plan.

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 two new interchanges at 127 Street and 121 Street.

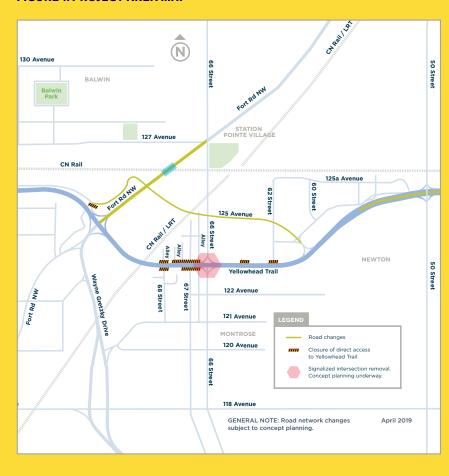
Visit www.edmonton.ca/**yellowheadtrail** for more information on the Yellowhead Trail Freeway Conversion Program.

Yellowhead Trail 82 to 50 Street Projects: 66 Street Intersection

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 will be 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/**Yellowhead 82to50Street** 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



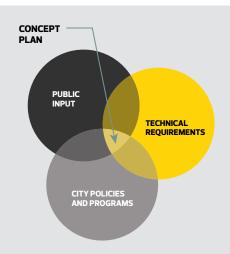
PUBLIC ENGAGEMENT

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 are all considered in determining the future concept plan.

Visit edmonton.ca/**publicengagement** for more information on the City's public engagement process.



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]
 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 	 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 Options are studied and evaluated to determine the concept plan 	Opportunity for residents, commercial property owners and businesses, and community organizations to view and provide final perspectives on the concept plan
 January to April 2019: Public and stakeholder engagement June 2019: Report back on what was heard in Phase 1 	 May to July: Public and stakeholder engagement September 2019: Report back on what was heard in Phase 2 	 September and October 2019: Public and stakeholder engagement November 2019: Report back on what was heard in Phase 3

REVIEW OF PHASE 1

No design solutions were proposed during the first phase of engagement. The intent was to understand the impacts of a closure of 66 Street at Yellowhead Trail to allow for the free-flow of traffic along Yellowhead Trail.

Public input was also gathered to inform the development of criteria that will be used to evaluate design options during Phase 2.

What We Learned in Phase 1

Issues and concerns in response to a full closure include:

- Maintaining a north-south connection at 66 Street is important
- 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
- Shortcutting through neighbourhoods may increase
- Uncertainty about future routes for heavy trucks and dangerous goods vehicles to access / exit the project area
- The communities of Montrose, Newton and the Santa Rosa area (located south of Yellowhead Trail) may become isolated

How We Used Phase 1 Input

Public input helped us adjust our approach to the removal of the signalized intersection at Yellowhead Trail and 66 Street. Your input, along with technical studies (traffic analysis, feasibility, safety, etc.) and City policy, influenced the study of multiple design options.

Three options, two of which maintain a north–south connection, were selected for further study as they best balance technical requirements for the freeway conversion with the needs of the community, businesses and commuters.

- Two options provide a north-south connection at 66 Street for all modes of transportation. The north-south connection will have minimal impacts on broader roadway network congestion, as well as community shortcutting and isolation. It also provides a transportation route for heavy trucks and dangerous goods.
- All options provide an eastbound exit onto Yellowhead Trail from 66 Street northbound. Two options also provide an eastbound exit from 66 Street southbound. Providing eastbound exits onto Yellowhead Trail helps mitigate concerns related to community shortcutting and isolation, and transportation routes for heavy trucks and dangerous goods.
- Only one option does not provide a northsouth connection. If selected, the option will investigate possible changes to the roadway network at Wayne Gretzky Drive, 118 Avenue and 66 Street, and the 50 Street interchange for heavy truck movements prior to developing the concept plan.
- All other connections off of and onto Yellowhead Trail at 66 Street were considered in the study of options, but determined to not be feasible as they require cost-prohibitive technical modifications and significant acquisition of private property (residential and commercial).

WHAT WE PRESENTED: PHASE 2

The design options and the draft criteria to be used to evaluate the options were presented in Phase 2 for public feedback.

Design Options

I		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		125 AVE. N 125 AV	125 AVE. 157 158 159 159 159 159 159 159 159 159 159 159		125 AVE. 15 US
Land Requ	d uirements	Minimal private property impacts	Moderate to high private property impacts, due to the high number of properties impacted. Smaller roadway footprint than Option 2B.	Moderate private property impacts. Larger roadway footprint than Option 2A.	High private property impacts due to the high cost of right of way required.
acts	Travel Times	Afternoon peak hours + 50 Street increased 2 minutes + Fort Road increased 3 minutes Minimal changes in other corridors	Morning peak hours + Fort Road northbound reduced 1 minute + 82 Street northbound reduced by 1 minute Afternoon peak hours + 50 Street reduced 1 minute + Fort Road northbound increased 1 minute Minimal changes in other corridors		Morning peak hours + Fort Road northbound reduced 1 minute + 82 Street northbound reduced by 1 minute Afternoon peak hours + 50 Street reduced 1 minute + Fort Road northbound increased 1 minute Minimal changes in other corridors
Traffic Impacts	Traffic Volumes on 66 St.	Local traffic only. Reduced 400 – 1000 vehicles during peak hours.	Increased 400 – 800 vehicles during peak hours.		Increased 400 – 800 vehicles during peak hours.
	Level of Service	Morning and afternoon peak hours Increased delay on Fort Road Reduced delay on 82 Street northbound Minimal changes in other corridors	Morning peak hours + Reduced delay 82 Street northbound Afternoon peak hours + Increased delay at 66 Street and 118 Avenue intersection Minimal changes in other corridors		Morning peak hours • Reduced delay on 82 Street northbound Afternoon peak hours • Increased delay at 66 Street and 118 Avenue intersection Minimal changes in other corridors.
Bike and Pedestrian Connections		Indirect. No north-south connectivity on 66 Street	Direct. North-south shared-use path link on 66 Street across Yellowhead Trail.		Direct. North-south sidewalk on 66 Street across Yellowhead Trail.
Visu	al Impacts	Minimal visual impacts	High retaining walls with raised traffic lanes.	Lower retaining walls with slopes (landscaped).	Minimal visual impacts
Noise Impacts		Minimal noise impacts	Increased noise due to raised 66 Street and ramp in southeast.		Possible noise increase with Yellowhead Trail closer to neighbourhood.
Construction Impacts		Minimal impact on 66 Street and Yellowhead Trail. Short construction duration.	66 Street closure required. Short–term detours would be required on Yellowhead Trail. Medium construction duration.		66 Street closure required. Major disruption during construction, including long duration and extensive detouring.
Cost	t	\$	\$ \$ \$ \$ \$ \$	\$ \$ \$ \$ \$	S S S S S S S S S S S S S S S S S S S

Evaluation Criteria

Draft criteria (see below) to be used to evaluate each of the design options to determine the concept plan were shared to identify if anything had been missed.



Financial – includes land, construction, maintenance and rehabilitation costs.



Benefits/Customer Service – includes safety, travel times, neighbourhood and business access.



Environment – includes impacts on the environment, such as emissions, noise and visual impacts.



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.



Economic – movement of goods on and off Yellowhead Trail during and after construction, future land use, commercial and residential land values.

WHAT WE HEARD: PHASE 2

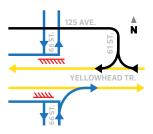
The following is a summary of what we heard across all engagement tactics.



Importance of North–South Connection

The importance of maintaining a north–south connection is a priority. It is the primary reason respondents give for supporting Option 2A, 2B and 3, and for not supporting Option 1.

Feedback on Option 1

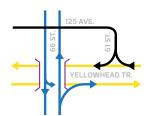


The majority of respondents do not support Option 1 due to the lack of a northsouth connection for all modes of transportation.

Those who do support Option 1 appreciate there will be less traffic and traffic related disruptions as a result of closing 66 Street at Yellowhead Trail. They also appreciate the construction period will be shorter and less disruptive compared to other options.

Property and business owners are concerned about declining property values and the long-term viability of businesses should Option 1 proceed.

Feedback on Options 2A and 2B



While both options maintain a north-south connection, the majority of respondents support Option 2B over 2A.

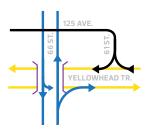
Those who support Option 2A see its benefits as having a smaller footprint overall and they believe its retaining walls will be easier to maintain than the slopes in Option 2B.

Respondents who support Option 2B appreciate that it is less expensive than Option 2A, has less visual impact due to the size of the retaining wall, and has fewer property impacts.

Respondents indicate that both Option 2A and 2B could be improved by providing additional connections between Yellowhead Trail and 66 Street.

Concerns are expressed about the viability of businesses located along 66 Street near the Yellowhead Trail intersection. Even if a property is not acquired and access routes do not change, it is perceived that business viability may be affected due to the loss of other neighbouring businesses.

Feedback on Option 3



The number of respondents who support Option 3 is similar to the number of respondents who oppose it.
Respondents indicate

the strengths of Option 3 include an at-grade, north-south connection and a design that matches other crossings already in place along Yellowhead Trail. Reducing the cost is the top suggestion respondents make for improving Option 3. Respondents are also concerned about construction impacts and timelines, and drainage issues with this option.

Shared-Use Path



Respondents recommend connecting the shared-use paths with the communities and ensuring the paths can accommodate both cyclists and pedestrians.

Wayfinding Signage



To ensure customers are able to find businesses in Santa Rosa and Industrial Heights post-construction, recommendations are made to erect wayfinding signage along Yellowhead

Trail, prior to exit ramps off Yellowhead Trail and at major intersections leading into the communities.

125 Avenue Collector Road



Property and business owners encourage further traffic analysis for the 125 Avenue collector road to ensure there are sufficient lanes to handle projected traffic volumes if

the north–south connection along 66 Street is maintained.

Evaluation Criteria



Respondents indicate the presented evaluation criteria meets their needs.

What Happens Next?

Phase 3 Public Engagement

Input gathered in Phase 2 will be used to finalize the evaluation criteria, and to evaluate the presented options and select a concept plan. As well, input gathered will be used to adjust the design of the future road network and improve:

- Proposed access changes where roads and alleys will be closed to Yellowhead Trail between 68 Street and 62 Street
- Proposed paths and connections for those who bike and walk in the project area

Opportunities to view and provide final perspectives on the concept plan will be provided in October 2019.

FOR MORE INFORMATION

And to sign up for email updates:

Online: edmonton.ca/Yellowhead82to50Street

Email: yellowhead@edmonton.ca

Call: 311

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