



## PUBLIC INVOLVEMENT REPORT (MARCH 2012)

### 75 STREET PROPOSED TRUCK ROUTE (90 AVENUE TO 98 AVENUE)

#### BACKGROUND

On October 12, 2011, City Council passed a motion directing Transportation Services to:

- Initiate the process to open 75 Street to truck traffic between 90 Avenue and 98 Avenue.
- Consult with affected communities regarding any potential impacts and possible solutions to mitigate any concerns prior to opening 75 Street to truck traffic, and report back to the Transportation and Infrastructure Committee of Council.

While the City's long-term transportation plans have identified 75 Street as a key corridor for interior goods movement for many years, no planning studies to determine the ultimate size, configuration or staging of the inner ring loop have been pursued to date. Changing the character and use of the roadway in this area will have an impact on the local resident and surrounding community users. Understanding how this decision will affect communities will help identify if actions can be taken to alleviate the impact if this does go forward.

#### PARTICIPATION

On March 5, 2012, a community meeting was held to solicit input on benefits, impacts and mitigation strategies. A total of 169 people attended the meeting and 42 completed an online survey. This input was considered and shared with communities, along with a recommended action, at a subsequent information session on March 21, 2012.

#### KEY THEMES

##### Existing Congestion on 75 Street

Many participants noted a concern that 75 Street was already congested in this area and that adding additional truck traffic would be detrimental. They noted a concern that the additional traffic would encourage people to use service roads to beat traffic delays on 75 Street, bringing safety concerns, delays to personal travel times and impeded access to neighbourhoods from 75 Street during peak hours. It was also suggested that 75 Street was not designed to accommodate large amounts of traffic like the Whitemud, which may bring safety and collision risks. Another suggestion was that, because 75 Street is already congested, adding trucks should not be considered unless the roadway is widened to six lanes and mitigations such as noise walls can be addressed.

##### Neighbourhood Access and Traffic Concerns

It was noted that if additional traffic was added to an already congested 75 Street, traffic would go somewhere—likely into their communities. There's a concern that this would bring more cars and through traffic on roads that serve schools and seniors' facilities. As traffic diverts to other roadways, there is a concern other accesses would be hampered by additional traffic and/or other future developments like the Southeast LRT.

##### Environmental

A prevalent theme was a concern that the addition of larger trucks would bring noise, air pollution, and vibration impacts to adjacent homes and the surrounding communities. Some participants suggested noise attenuation should be provided along 75 Street.

March 21, 2012

[www.edmonton.ca/75StreetTruckRoute](http://www.edmonton.ca/75StreetTruckRoute)



### Consider Other Routes

Some suggested trucks would be more appropriate on 50 Street or another route. It was suggested that new studies be conducted to consider where the inner ring loop should be, and to evaluate if one was needed.

### Pedestrian Crossings

Some participants noted concerns about pedestrian crossings: for children who must cross a busier 75 Street to go to school in neighbouring communities; for seniors who walk to facilities in both communities; and for transit users who need to cross to reach bus stops.

### Need for Additional Consultation and Study

Many participants noted a concern with the process of the decision. There is concern that voices from the adjacent communities have not been heard and that more time, information and discussion with Council is needed before this change is made. Many noted a desire to complete a more detailed feasibility study before this change is made. Participants expressed the desire for a study that would help people understand what changes would be made if the roadway was widened to six lanes.

### Mature Communities

Many participants noted a concern that this change would have a detrimental influence on established mature communities. Some noted significant connections between Ottewell and Holyrood, and suggested additional truck traffic on 75 Street would divide these communities. Others noted that additional traffic on 75 Street would isolate communities because there would be major transportation uses on all sides of the communities.

### Property Values

Participants, particularly those who live along the service roads bordering 75 Street, expressed a concern that making this change would negatively impact their property values.

### Make the Change/Share the Burden

Another group of participants noted a desire to see this change happen. This includes suggestions that the change would reduce the truck traffic on 99 Street, and thus share the burden of truck traffic across the City. Others noted the change would be beneficial to the trucking industry and should proceed, noting that it has been planned for a long time.

## MITIGATIONS

### Restricted Hours

The most frequently suggested mitigation was to consider a designation to restrict the hours trucks would use this section of 75 Street. Some noted trucks should be restricted to daytime hours, others noted that if truck traffic was to be restricted, it should be restricted to the overnight so it did not interfere with seniors or children.

### Others

Many suggested that trucks should not be allowed on the roadway unless it was widened to six lanes. Others suggested noise attenuation would be a necessary mitigation. Another comment was a desire for property owners to be compensated in some way, such as a property tax break. Other suggestions included: longer turn lights for residential access; additional pedestrian crossing locations and enhanced signage; reducing the speed limit on 75 Street; putting in a 40 km/h speed limit in Holyrood; restricting truck size; building a pedestrian overpass; and a suggestion that if this change is made, 90 Avenue should no longer be a truck route (or should at least be restricted).