82 Street to 50 Street:
66 Street Intersection

Welcome!
Public Engagement Session

TODAY!

Learn more by going to: edmonton.ca/Yellowhead82to50Street
Let’s Talk

Thank you for choosing to be here today.

Please review our display boards and maps as we share design options for the intersection of Yellowhead Trail and 66 Street.

Your input will help us 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
+ the criteria we will be using to evaluate the design options

Learn more by going to: edmonton.ca/Yellowhead82to50Street
Project **Overview**

This concept planning study will:

* Review the removal of the Yellowhead Trail and 66 Street traffic signals
* Review the closure of nearby accesses to Yellowhead Trail between 68 and 62 Street
* Determine how these changes will affect area traffic flow to and from Yellowhead Trail and specific properties
* Provide new solutions for the roadway network to ensure its safe and reliable operation
Approved Changes in the 82 Street to 50 Street Area:

These changes will take place before any work on Yellowhead Trail in the project area.

+ Widening of Fort Road from four to six lanes, three in each direction
+ New road connection from 61 Street to Fort Road via 125 Avenue

Project Outcome

At the end of this study, the City will have a preferred concept plan that shows the changes to the roadway network between 82 and 50 Streets and what transportation infrastructure will be built to support the goal of Yellowhead Trail becoming a freeway.
Project Phases

2011: Strategy
The Yellowhead Trail Freeway Conversion Strategic Plan directed the closure of access to and over Yellowhead Trail at 66 Street.

2018–2019: Concept
Developing a plan for what will be built and what it will look like, including changes to the broader roadway network.

2020: Preliminary Design
Develop the concept plan in more detail, determine issues and constraints and how those can be managed. Prepare schedule and budget.

2020–2025: Build
Construction will start in 2021, beginning with roadway network changes off Yellowhead Trail.

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.

Learn more by going to: edmonton.ca/Yellowhead82to50Street
Project Status

Phase 1: 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.

Phase 2: Configuration Options and Evaluation

+ We are presenting three design options for the future roadway network and invite you to refine them.

+ Options will be further studied and evaluated to determine the draft design.

Phase 3: Draft Concept

+ We will share the draft design and ask for your input in the development of the preferred concept plan for the area.
Public Engagement Timeline

ENGAGEMENT PHASES

Phase 1: Listen and Learn
January – April 2019

Phase 2: Configuration Options & Evaluation
May – August 2019

Phase 3: Draft Concept
September – October 2019

Technical Studies
November 2018 – September 2019

2011
Yellowhead Trail Strategic Plan Approved

2002
Public Involvement Activities

2018
November – September 2019
Technical Studies supporting Concept Plan development

2019
January – March
Public and Stakeholder Engagement*

2019
September
Report back

2019
June
Report back

2019
May – July
Public and Stakeholder Engagement*

2019
September – October
Preferred Concept Plan

2020
Late 2019 / Early 2020
Preliminary Design for Preferred Concept Plan

* Public Drop-In Events, Business Drop-In Events, Online Engagement, Stakeholder Interviews, Community Meetings

Learn more by going to: edmonton.ca/Yellowhead82to50Street
82 Street to 50 Street: **66 Street Intersection**

**Project**

**Area Map**

Learn more by going to: edmonton.ca/Yellowhead82to50Street
82 Street to 50 Street: 66 Street Intersection

Design Options

**OPTION 1**
Partial Closure with Right Turn onto Yellowhead Trail
66 Street northbound to Yellowhead Trail eastbound

**OPTION 2**
Partial Interchange 66 Street Flyover (Overpass)
With turns from 66 Street northbound and southbound to Yellowhead Trail eastbound

**OPTION 3**
Yellowhead Trail Underpass at 66 Street
66 Street at grade

Key:
- Yellowhead Trail
- 66 Street
- 125 Avenue - New Collector Road
- Bridge
- Closure

Learn more by going to: edmonton.ca/Yellowhead82to50Street
Option 1: Partial Closure with Right Turn onto Yellowhead Trail

66 Street northbound to Yellowhead Trail eastbound

- No north-south connection across Yellowhead at 66 Street: access north and south provided via adjacent roads
- 66 Street access to Yellowhead limited: northbound to eastbound only
- Southbound 66 Street to westbound Yellowhead Trail access via 125 Avenue
- Westbound access to north 66 Street and area via new 61 Street/125 Avenue
- Eastbound access to south 66 Street not provided: space limitation
- Possible changes to the roadway network at Wayne Gretzky Drive, 118 Avenue and 66 Street, and the 50 Street interchange may be required to accommodate heavy truck movements
- Some changes to business accesses
- Minimal impact to private property
- No visual impact
- Lowest cost
- Least disruption during construction
- Pedestrian and bike connection across Yellowhead Trail not provided

Learn more by going to: edmonton.ca/Yellowhead82to50Street
82 Street to 50 Street: **66 Street Intersection**

**Option 2: Partial Interchange 66 Street Flyover (overpass)**

**Turns from 66 Street northbound and southbound to Yellowhead Trail eastbound**

<table>
<thead>
<tr>
<th><strong>2A Constructed with retaining walls</strong></th>
<th><strong>2B Constructed with a combination of slopes and retaining walls</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>+ North-south connection maintained</td>
<td></td>
</tr>
<tr>
<td>+ 66 Street northbound and southbound to Yellowhead Trail eastbound via new ramp</td>
<td></td>
</tr>
<tr>
<td>+ Private property required along 66 Street</td>
<td></td>
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<tr>
<td>+ Some changes to business accesses</td>
<td></td>
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<tr>
<td>+ Increased noise: 66 Street elevated</td>
<td></td>
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<tr>
<td>+ Visual impact: retaining walls</td>
<td></td>
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<tr>
<td>+ Pedestrian and bike crossing maintained; enhanced connections</td>
<td></td>
</tr>
<tr>
<td>+ Significant construction cost</td>
<td></td>
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<tr>
<td>+ Disruption during construction</td>
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</tbody>
</table>

**Comparison: 2A vs 2B**

<table>
<thead>
<tr>
<th></th>
<th>Construction Cost</th>
<th>Visual Impacts</th>
<th>Land Required</th>
<th>Private Property Impacts</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>2A Retaining Walls</strong></td>
<td>Higher</td>
<td>More</td>
<td>Smaller Footprint</td>
<td>More</td>
</tr>
<tr>
<td><strong>2B Slopes and Retaining Walls</strong></td>
<td>Lower</td>
<td>Less</td>
<td>Larger Footprint</td>
<td>Less</td>
</tr>
</tbody>
</table>

Learn more by going to: edmonton.ca/Yellowhead82to50Street
Option 3: Yellowhead Trail Underpass at 66 Street

66 Street at grade

- North-south connection maintained
- Westbound access to 66 Street and area via new 61 Street/125 Avenue
- Eastbound access to 66 Street not provided: space limitation
- Yellowhead lowered and shifted to south
- Some changes to business accesses
- Land required south of Yellowhead Trail, west of 66 Street
- Pedestrian crossing maintained:
- No shared-use path north / south connection available unless additional right of way purchased on west side of 66 Street
- Impacts to private property along Yellowhead Trail
- Minimal visual impacts
- Significant drainage upgrades required
- Very high construction cost
- Major disruption during construction including longer duration and extensive detouring

Learn more by going to: edmonton.ca/Yellowhead82to50Street
Options Eliminated

Full Interchange
- Not enough physical space: west side ramps and Wayne Gretzky Drive east ramps overlap – unsafe lane changes
- Sight lines obstructed by Santa Rosa bridge supports

Full Closure of 66 Street at Yellowhead Trail
- Adding the 66 Street northbound to eastbound ramp can reduce some impacts for minimal increased cost (see Option 1)

Right-in / Right-out
- Not enough physical space: west side ramps and Wayne Gretzky Drive east ramps overlap – unsafe lane changes

66 Street Underpass at Yellowhead Trail: Yellowhead Trail at grade

Due to the combination of the following:
- Impact on private properties along 66 Street
- Extensive retaining walls, steep grades
- Sight line issues at 122 Avenue and 124 Avenue intersections due to retaining walls
- Major drainage upgrades required
- High construction cost

66 Street Flyover: no access to Yellowhead
- Adding the 66 Street northbound to eastbound ramp can reduce some impacts for minimal increased costs (see Options 2A & 2B)

Learn more by going to: edmonton.ca/Yellowhead82to50Street
# Options Comparison Chart

<table>
<thead>
<tr>
<th>OPTION 1</th>
<th>OPTION 2 – A AND B</th>
<th>OPTION 3</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Connections to Yellowhead Trail</strong></td>
<td></td>
<td></td>
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<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Land Requirements</strong></td>
<td>Minimal private property impacts</td>
<td>Moderate to high private property impacts, due to the high number of properties impacted. Smaller roadway footprint than Option 2A.</td>
</tr>
</tbody>
</table>
| **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/reduced 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/reduced 1 minute  
* Minimal changes in other corridors |
| **Traffic Volumes on 66 Street** | 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 |
| **Visual Impacts** | Minimal visual impacts  
* High retaining walls with raised traffic lanes.  
* Lower retaining walls with slopes (landscaped). | Minimal visual impacts | Minimal visual impacts |
| **Noise Impacts** | Minimal noise impacts  
* Increased noise due to raised 66 Street and ramp in southeast. | Minimal noise impacts  
* 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** | $ | $ | $ | $ | $ | $ |

Learn more by going to: [edmonton.ca/Yellowhead82to50Street](http://edmonton.ca/Yellowhead82to50Street)
Draft Evaluation **Criteria**

Criteria have been developed and will be used to evaluate each of the design options to determine the concept plan for the area.

What we heard during Phase 1 engagement is reflected in these criteria.

- **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.

Learn more by going to: edmonton.ca/Yellowhead82to50Street
City of Edmonton
Public Engagement Spectrum

Engagement during Phase 2 of the concept planning study is at the REFINE level.

82 Street to 50 Street: 66 Street Intersection

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How Decisions Are Made

Your input, along with traffic analysis, safety and technical requirements, and City policies will help determine the preferred concept plan.
Phase 1 Engagement: **Listen and Learn**

**What We Did**

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

- **January to April 2019**
  - 17 meetings

### Business and Property Owner Drop-In Event

- **February 2019**
  - Jerry Forbes Centre for Community Spirit
  - 30 participants

### Two Drop-in Public Engagement Sessions

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

### Online Engagement

- Input was received on the City’s project webpage
- **February to March 2019**
- 181 participants
Phase 1 Engagement: **Listen and Learn**

### What We Heard and City Response

<table>
<thead>
<tr>
<th>KEY COMMENTS</th>
<th>CITY RESPONSE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maintaining a north-south connection at 66 Street is important.</td>
<td>Design options have been investigated that maintain a north-south connection.</td>
</tr>
<tr>
<td>The existing roadway network in the study area is thought to be at maximum capacity during peak travel times; rerouted traffic from the Yellowhead Trail and 66 Street intersection will worsen the existing congestion issues at these locations: 50 Street, 118 Avenue, 82 Street, 112 Avenue, 82 Street/Yellowhead Trail interchange, and Fort Road.</td>
<td>A traffic analysis of the broader roadway network is being completed as part of this study, including traffic impacts of alternate options being explored. The results of traffic analysis will be considered in the selection of the recommended concept plan.</td>
</tr>
<tr>
<td>Shortcutting through residential neighbourhoods will increase.</td>
<td>The potential for shortcutting is being considered during planning and mitigation solutions will be proposed, as necessary, at the draft concept plan stage.</td>
</tr>
<tr>
<td>Uncertainty about access from project area to future routes for heavy trucks and dangerous goods vehicles.</td>
<td>Design options will consider the needs of heavy trucks and dangerous goods vehicles, and their impact on the neighbourhoods.</td>
</tr>
<tr>
<td>The communities of Montrose, Newton and Santa Rosa (located south of Yellowhead Trail) will become isolated.</td>
<td>Design options will consider neighborhood access, as well as the travel patterns for residents of and visitors to these communities.</td>
</tr>
</tbody>
</table>

### OTHER COMMENTS | CITY RESPONSE

<table>
<thead>
<tr>
<th>OUTCOMES</th>
<th>CITY RESPONSE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing roadway concerns:</td>
<td>Overall network impacts are being reviewed as part of this study. Concerns which cannot be addressed by the Yellowhead Trail Freeway Conversion Program will be shared with appropriate teams at the City to consider alternative-operational solutions or longer term roadway changes.</td>
</tr>
</tbody>
</table>
+ 50 Street - congested, improve signal timing, left turns difficult | Service providers are being consulted to discuss the impacts of all potential design options. |
+ Fort Road / Yellowhead Trail interchange - awkward, confusing and congested | Property owners with land impacts will be contacted by the City’s Real Estate Branch following the approval of the final concept plan (late 2019). Property assessment is done through the City’s Assessment and Taxation Branch. Questions about specific property values or changes in business viability can be addressed by calling 311 or emailing assessment@edmonton.ca. |
+ 118 Avenue - difficult to enter/exit adjacent neighbourhoods (left turns), pedestrian safety concerns, add merge lanes | The needs of large truck and trucks with trailers is an important consideration in the development of all design options. |
+ 66 Street - congested | Projects and developments including the Northlands Redevelopment, the Transit Strategy, City Bike Plan, Kathleen Andrews Transit Garage, LRT extensions and Neighbourhood Renewal are all considered in the planning. |
+ 66 Street/Yellowhead Trail interchange - congested | Desires direct access to Yellowhead Trail at 66 Street. Design options are being developed that provide direct access to Yellowhead Trail. These will be presented for public feedback in Phase 2. |
+ Fort Road - 50 km/h speeds too slow | Direct routes will be impacted to reach area businesses as well as businesses/services north of Yellowhead Trail. All design options will consider access to businesses, both north and south of Yellowhead Trail, as well as adjacent neighbourhoods. The roadway network will be modified to maintain access, if required. |
+ 125 Avenue congested with new traffic signal | Bike and pedestrian connections are desired. Design options will allow for the accommodation of bikes and pedestrians, including a north-south connection where possible, as well as maintaining pedestrian and cyclist connectivity in the project area. |
| Uncertainty about impact on property value and business viability. | Consider large truck/trailer movements in design of roadway network. |
| Bike and pedestrian connections are desired. | Consider Northlands Redevelopment. Projects and developments including the Northlands Redevelopment, the Transit Strategy, City Bike Plan, Kathleen Andrews Transit Garage, LRT extensions and Neighbourhood Renewal are all considered in the planning. |
| Residential impacts: increased noise. | Residential impacts: increased noise. The potential for increased noise is being considered during planning and solutions will be proposed, as necessary, at the draft concept plan stage. |
| Desire direct access to Yellowhead Trail at 66 Street. | Design options are being developed that provide direct access to Yellowhead Trail. These will be presented for public feedback in Phase 2. |
| Direct routes will be impacted to reach area businesses as well as businesses/services north of Yellowhead Trail. | All design options will consider access to businesses, both north and south of Yellowhead Trail, as well as adjacent neighbourhoods. The roadway network will be modified to maintain access, if required. |
Let’s Talk

Please provide your comments to help us adjust the future roadway network.

- Leave comments on table maps and the scrawl wall.
- Complete our survey today or go online until July 6, 2019.

edmonton.ca/Yellowhead82to50Street
## Estimated Schedule

<table>
<thead>
<tr>
<th>PROJECT DESCRIPTION</th>
<th>CONCEPT PLANNING</th>
<th>PRELIMINARY DESIGN</th>
<th>DETAILED DESIGN</th>
<th>CONSTRUCTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>156 Street to St. Albert Trail</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>128 Avenue: 156 Street to St. Albert Trail</td>
<td>COMPLETE</td>
<td>COMPLETE</td>
<td>COMPLETE</td>
<td>2019</td>
</tr>
<tr>
<td>124 Avenue: 149 Street to 142 Street</td>
<td>COMPLETE</td>
<td>COMPLETE</td>
<td>COMPLETE</td>
<td>2019</td>
</tr>
<tr>
<td>123 Avenue: 156 Street to 142 Street</td>
<td>COMPLETE</td>
<td>2019</td>
<td>2019</td>
<td>2020</td>
</tr>
<tr>
<td>Mainline (including service roads)</td>
<td>COMPLETE</td>
<td>2019–2020</td>
<td>2020</td>
<td>2021–2023</td>
</tr>
<tr>
<td>St. Albert Trail to 97 Street</td>
<td>2019–2021</td>
<td>2021–2022</td>
<td>2022</td>
<td>2023–2026</td>
</tr>
<tr>
<td>97 Street to 82 Street</td>
<td>COMPLETE</td>
<td>COMPLETE</td>
<td>COMPLETE</td>
<td>2019</td>
</tr>
<tr>
<td><strong>82 Street to 50 Street</strong></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>125 Avenue: Yellowhead Trail to Fort Road</td>
<td>COMPLETE</td>
<td>2019–2020</td>
<td>2020</td>
<td>2021–2022</td>
</tr>
<tr>
<td>Fort Road Widening: Yellowhead Trail to 66 Street</td>
<td>COMPLETE</td>
<td>2019–2020</td>
<td>2020</td>
<td>2022–2023</td>
</tr>
<tr>
<td>50 Street to North Saskatchewan River</td>
<td>COMPLETE</td>
<td>2019</td>
<td>2019</td>
<td>2020–2021</td>
</tr>
</tbody>
</table>

As of March 2019

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