



THE WAY WE MOVE

**YELLOWHEAD TRAIL /
149 STREET INTERCHANGE**

TRANSFORMING | EDMONTON

BRINGING OUR CITY VISION TO LIFE



WELCOME

Today we are introducing the concept planning project for a new grade-separated interchange at Yellowhead Trail and 149 Street

PURPOSE

- Provide information on the Yellowhead Trail Strategic Plan
- Provide background information on the need for a grade separation
- Gather input from you about existing issues, opportunities and risks
- Inform about the project process

Representatives from the City of Edmonton are available to discuss the project and answer questions

PROJECT VISION

- To develop an interchange concept plan which balances the needs of area businesses and residents with the long term transportation needs of the City
- To engage the public via public events, one-on-one interviews, and a Stakeholder Input Group and to inform the project on:
 - Interchange configuration and access options
 - Evaluation criteria and weighting
 - Preferred interchange configuration and access plans
 - Preferred railway grade separation configurations

PROJECT SCOPE

- Study corridor extends from 156 Street to St. Albert Trail:
 - 149 Street is the first set of signals entering the City from the West and the last set of signals exiting the City heading westbound
 - Bordered by interchanges at 156 Street and St. Albert Trail
 - Includes some of the most congested and collision-prone intersections along Yellowhead Trail
 - Includes one of the most congested at-grade rail crossings at 149 Street north of Yellowhead Trail
 - Several unsignalized intersections and accesses between 156 Street and St. Albert Trail in addition to signals at 149 Street and 142 Street

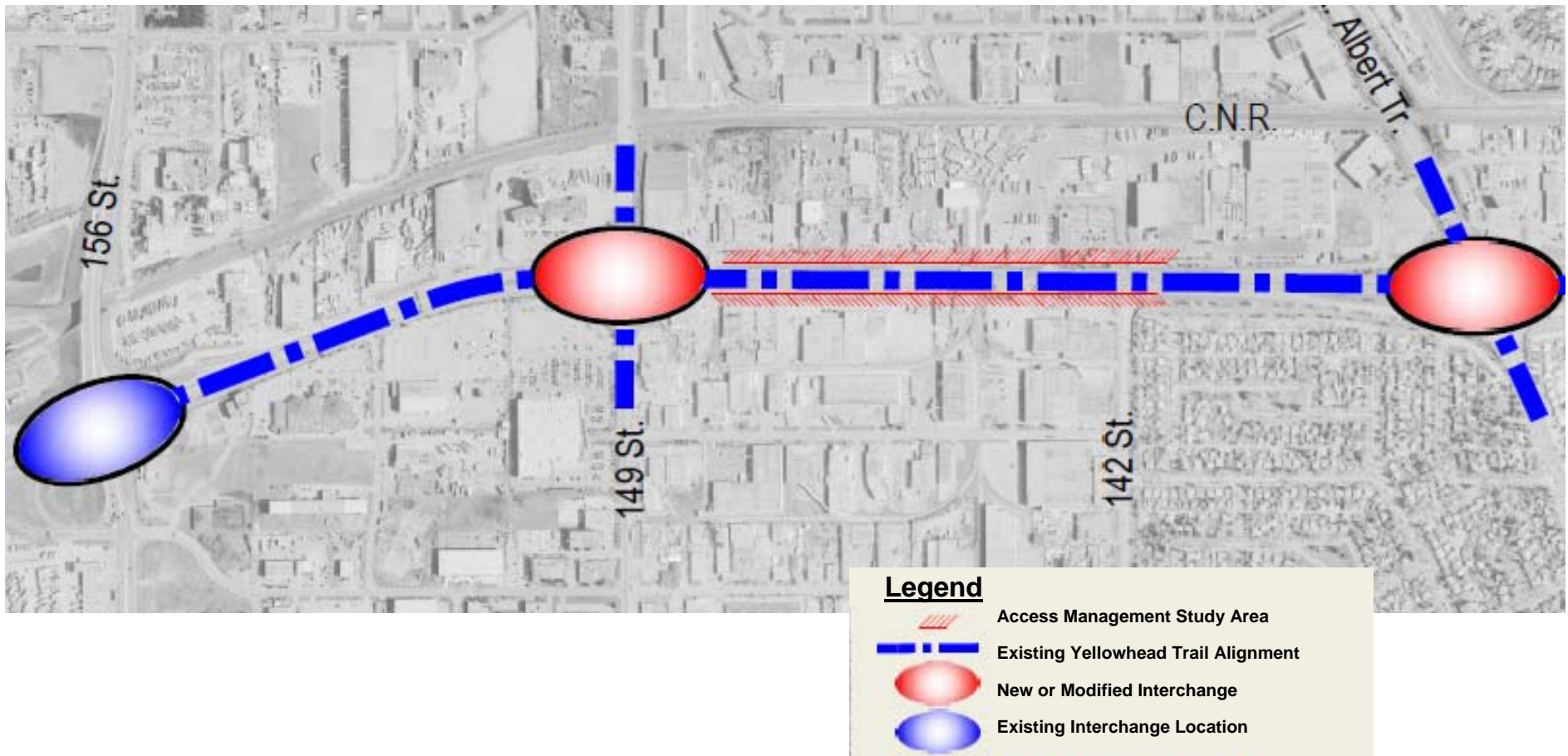
PROJECT PROCESS



PROJECT BACKGROUND

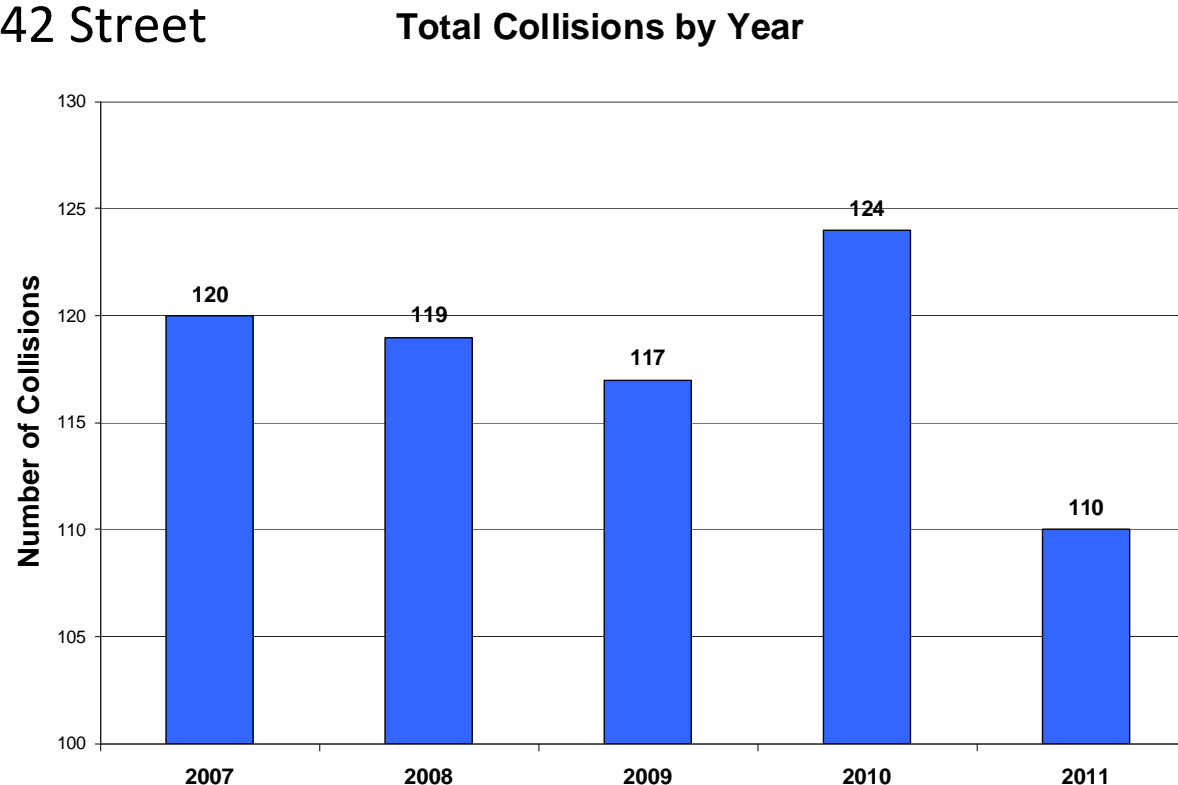
- Yellowhead Trail was identified in the Transportation Master Plan in 1999 and 2009 as a key component of the Inner Ring Road
- Both Yellowhead Trail and 149 Street are designated 24-hour Truck Routes, Yellowhead Trail is also a Dangerous Goods Route
- The Yellowhead Trail Strategic Plan recommended that Yellowhead Trail be made into a freeway and also
 - Identified 149 Street as a future grade separated interchange
 - Recommended closure of the 142 Street intersection
 - Recommended closure of all other direct access to Yellowhead Trail between 156 Street and St. Albert Trail

PROJECT BACKGROUND - Yellowhead Trail Strategic Plan



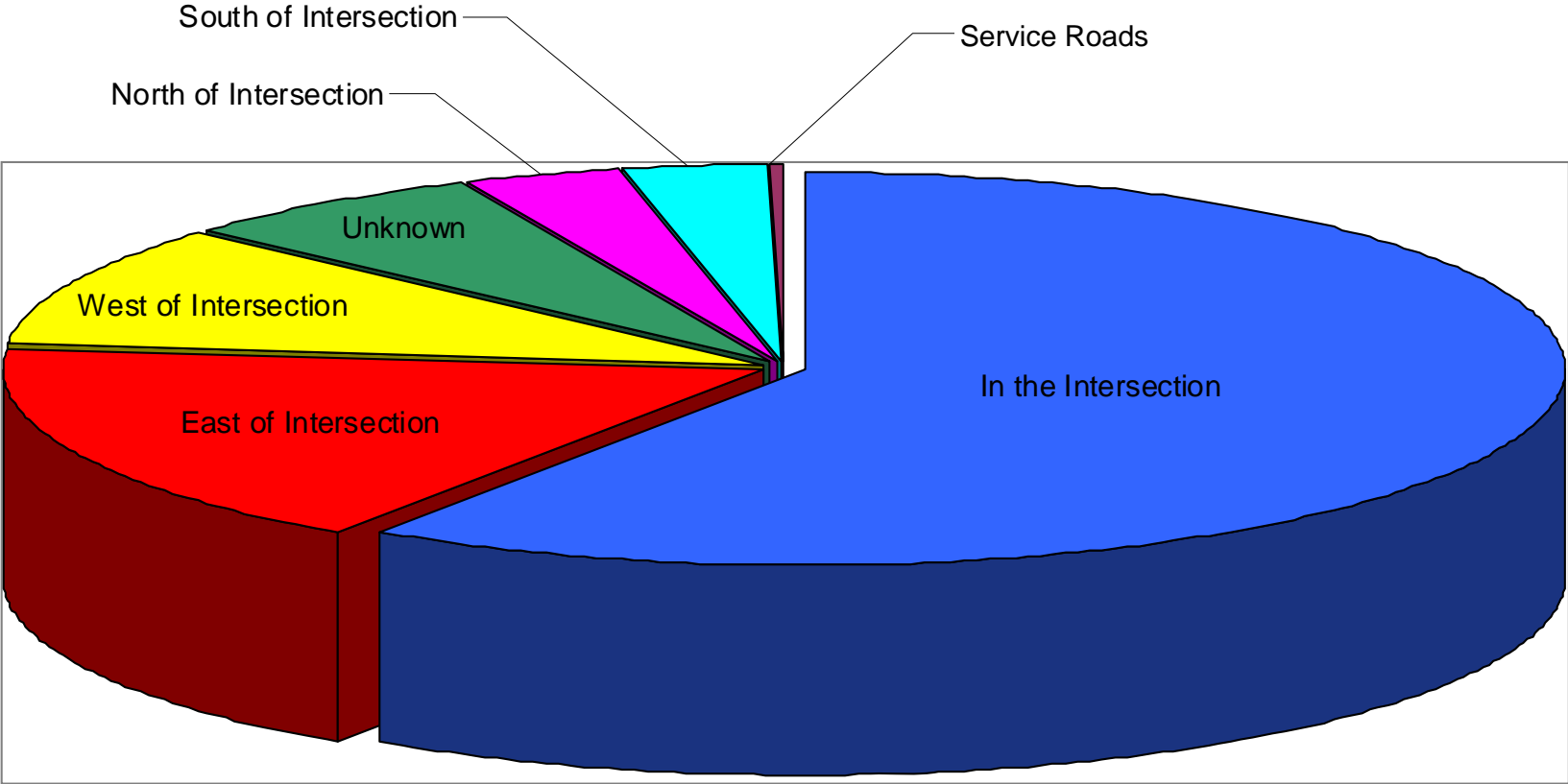
PROJECT BACKGROUND - EXISTING STATISTICS

- 149 Street ranks 4th in the City for collisions based on 2011 statistics
 - Many collisions can be linked to “stop-and-go” traffic at 149 Street & 142 Street

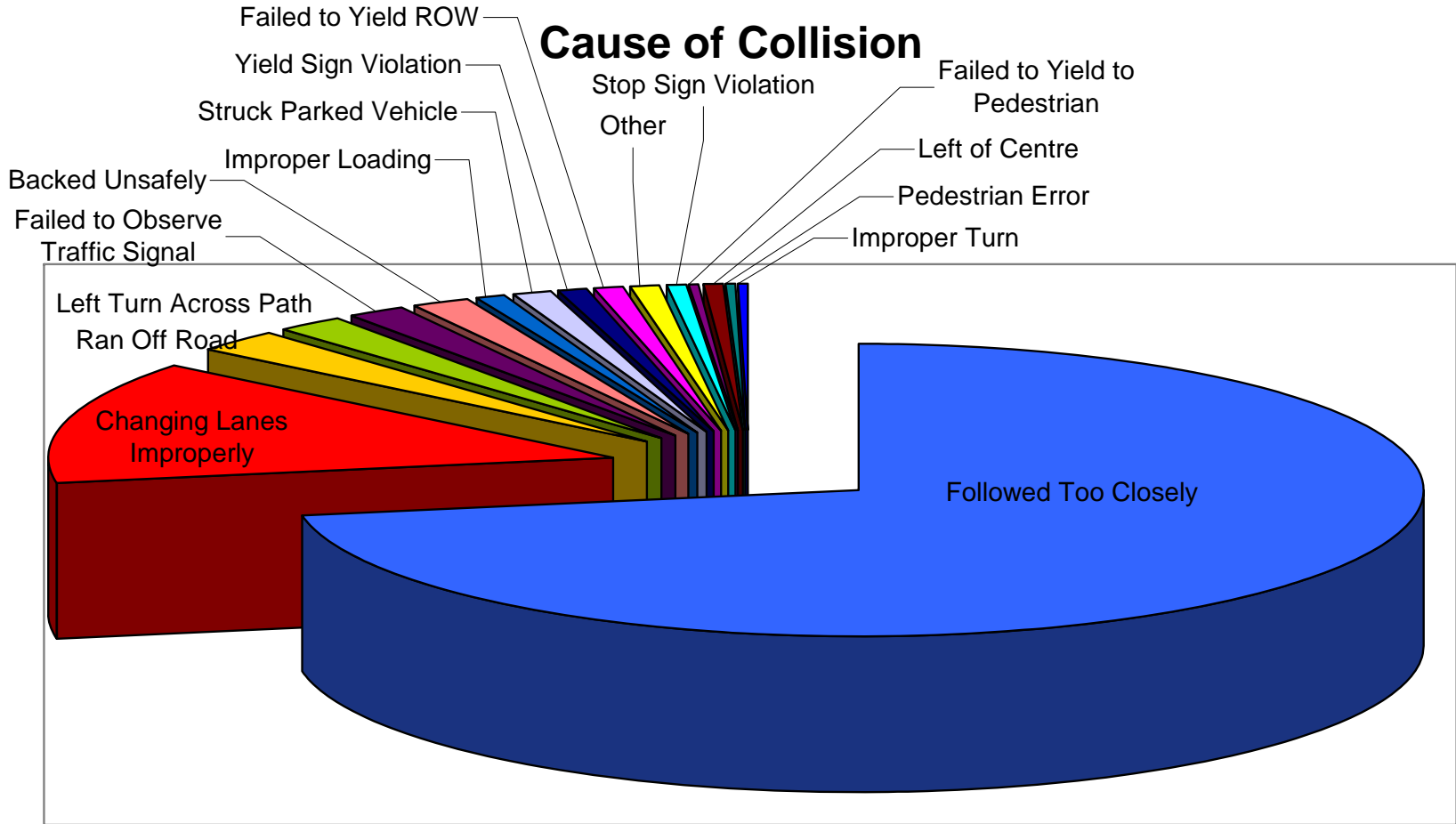


PROJECT BACKGROUND - EXISTING STATISTICS

Location of Collision

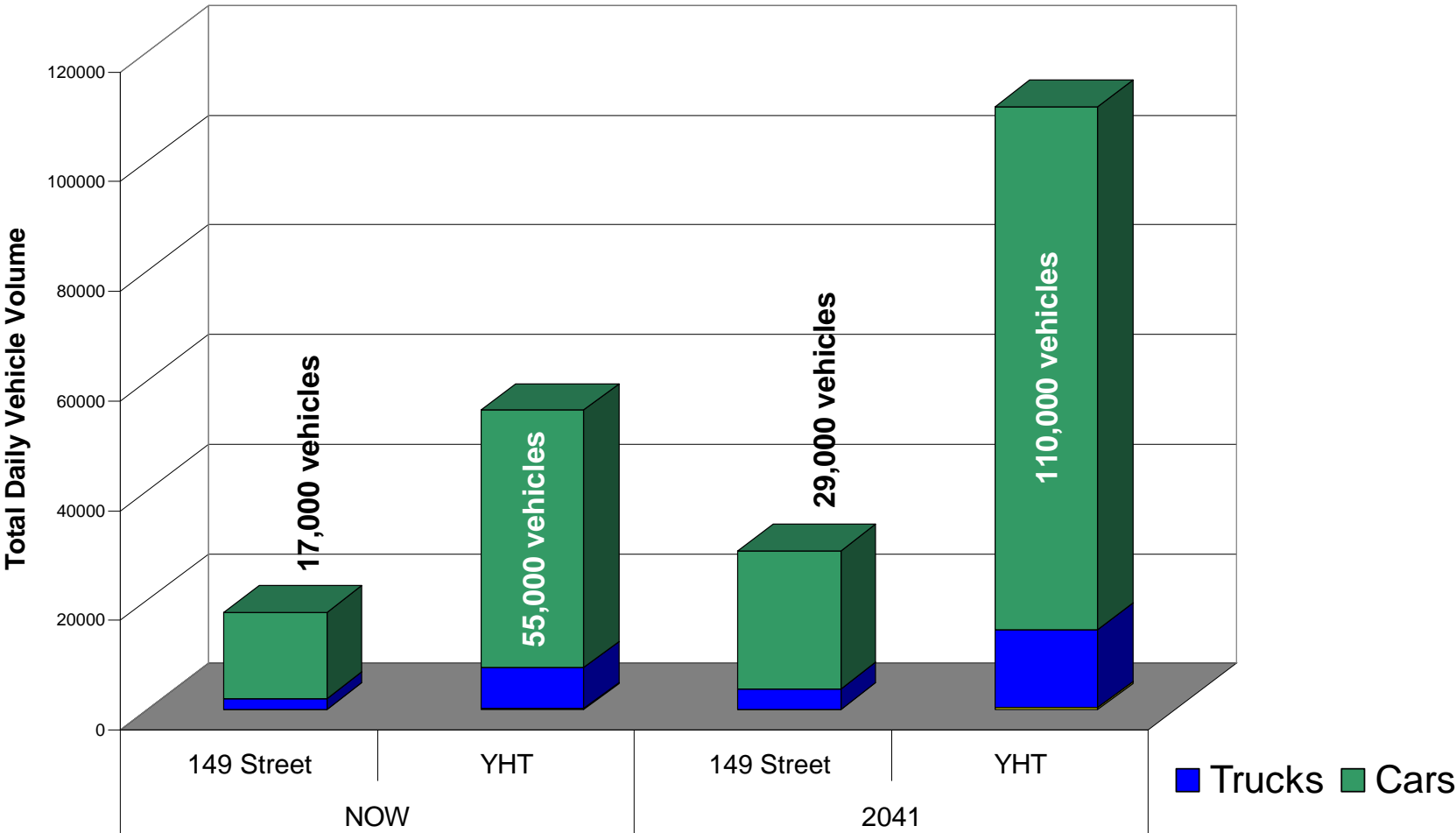


PROJECT BACKGROUND - EXISTING STATISTICS



PROJECT BACKGROUND - EXISTING VOLUMES

Existing and Projected Vehicle Volumes



PROJECT BACKGROUND – EXISTING STATISTICS

- June 2008 Railway Crossing study examined all railway crossings for grade-separation priority based on factors such as:
 - Current & future traffic volumes
 - Train volumes
 - Traffic delays
 - Yearly cost to economy
- For the corridor:
 - Average 40 trains per day cross at 149 Street north of Yellowhead Trail, with an average delay of 4.5 minutes
 - Ranks as priority for grade separation
 - Average 4 trains per day cross at the Yellowhead Trail spur line, with an average queue of 3.5 minutes
 - Crossing has low train volumes but high traffic volumes
 - Ranks lower in priority

OPPORTUNITIES AND CONSTRAINTS

- Please identify areas of concern, issues, opportunities or risks on the plans provided on the table.



KEY ISSUES

- Some of the key issues identified for the corridor include:
 - Railway crossing grade separation
 - Access management and providing access to businesses and properties
 - Intersection performance

NEXT STEPS

- Ongoing public involvement (open houses, Stakeholder Input Group, and one-on-one meetings) – 2012 and early 2013
- Identify interchange configuration alternatives, access alternatives, and evaluation criteria and weighting – 2012
- Identify a preferred alternative based on public input and technical evaluation – early 2013
- Begin detailed concept planning of the preferred alternative – 2013



Thank you!

Please fill out the comment form and
join the Stakeholder Input Group.



Interested in Participating Further?

Join our Stakeholder Input Group today.

We are recruiting members for the Stakeholder Input Group who will be involved in examining interchange configurations and determining evaluation criteria. There would be up to 4 half-day workshops to participate in over the next few months.

Ask one of the City of Edmonton representatives for more details.