

City of Edmonton **Yellowhead Trail Freeway Conversion Program**

82 Street to 50 Street:  
66 Street Intersection

**Welcome!**  
**Public Engagement Session**  
**TODAY!**

Learn more by going to: [edmonton.ca/Yellowhead82to50Street](https://edmonton.ca/Yellowhead82to50Street)

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# 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.

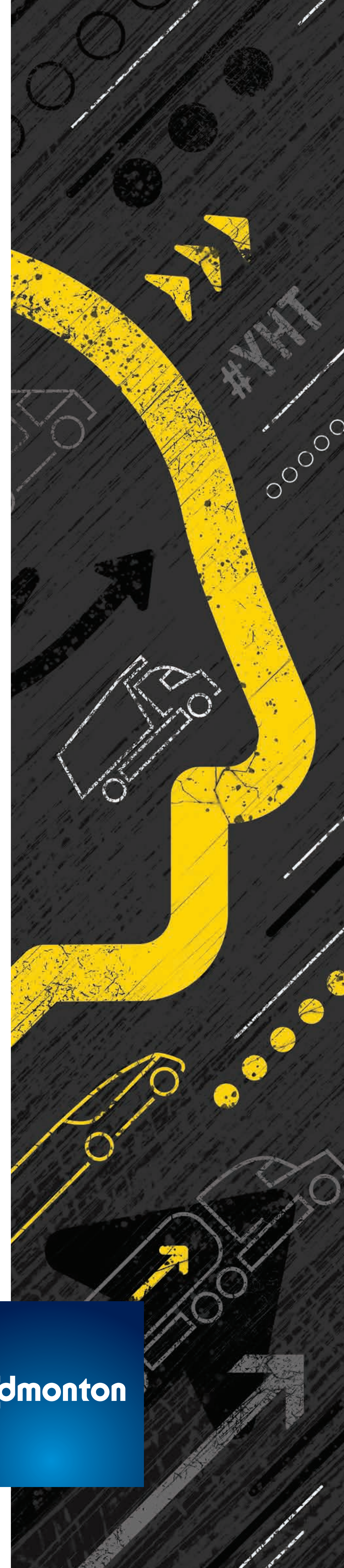
Your input will help us adjust the design of the future road network and improve:

- + 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

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# Project Overview

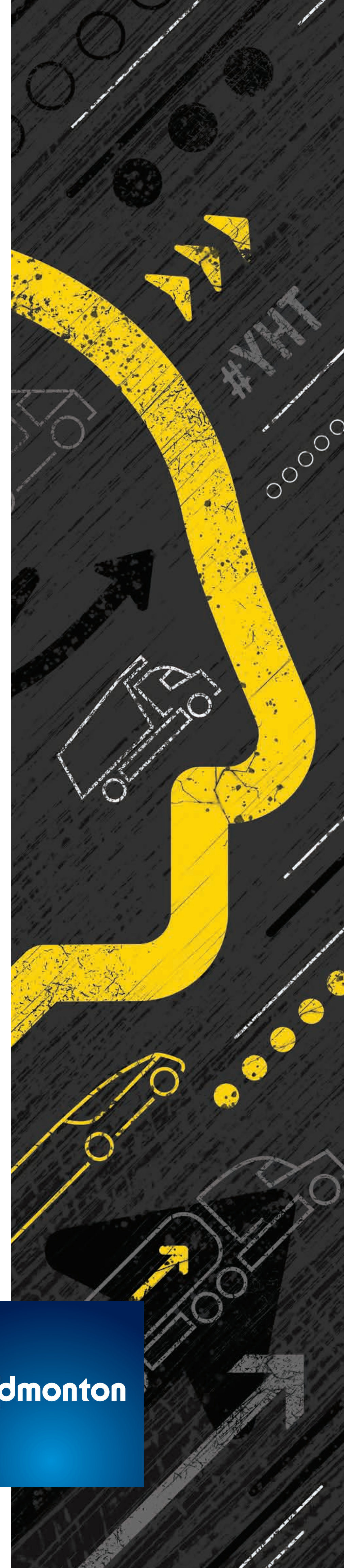
This concept planning study will:

- + 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

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# 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.

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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 in 2021, beginning 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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# 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.

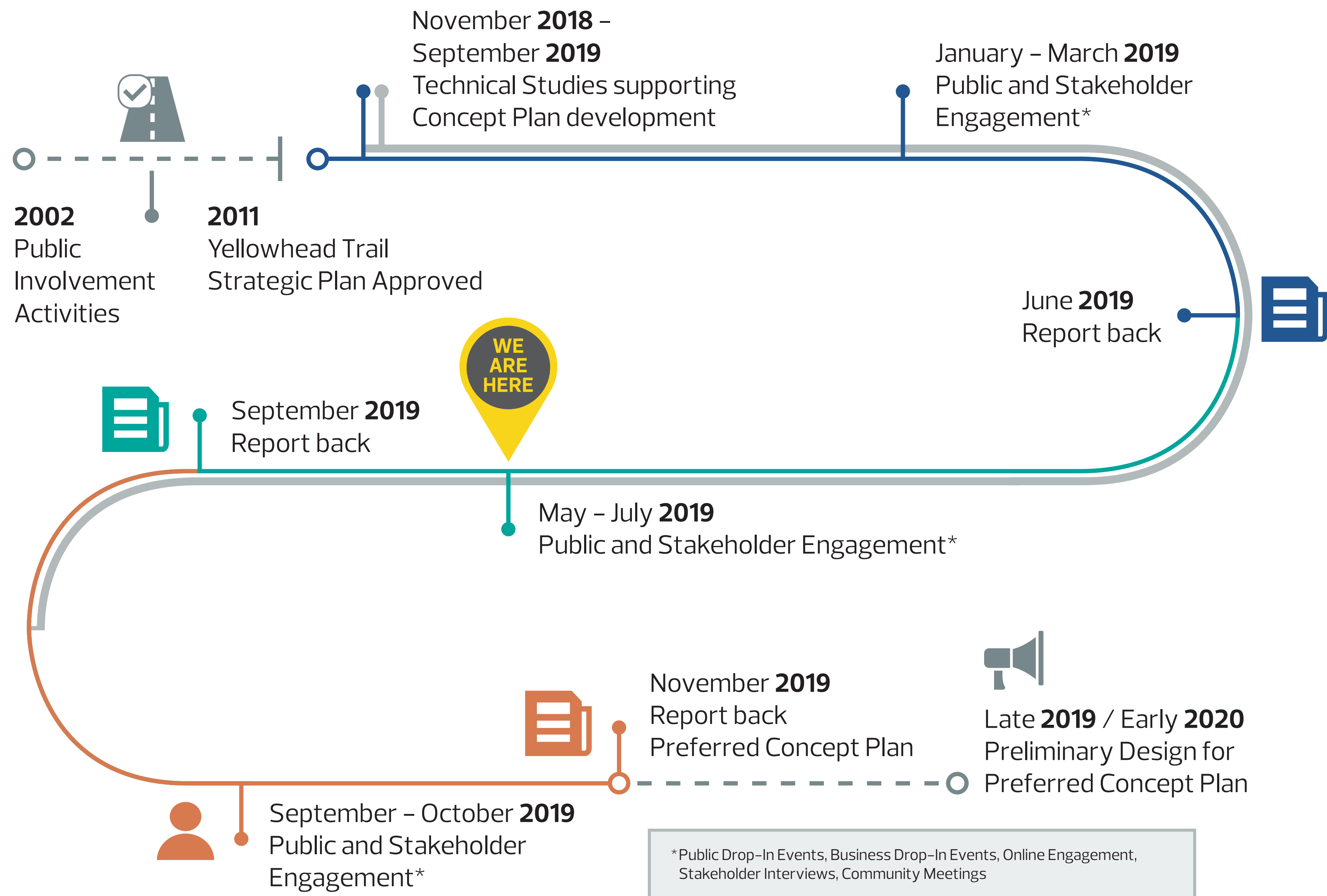
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# Public Engagement **Timeline**



## 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

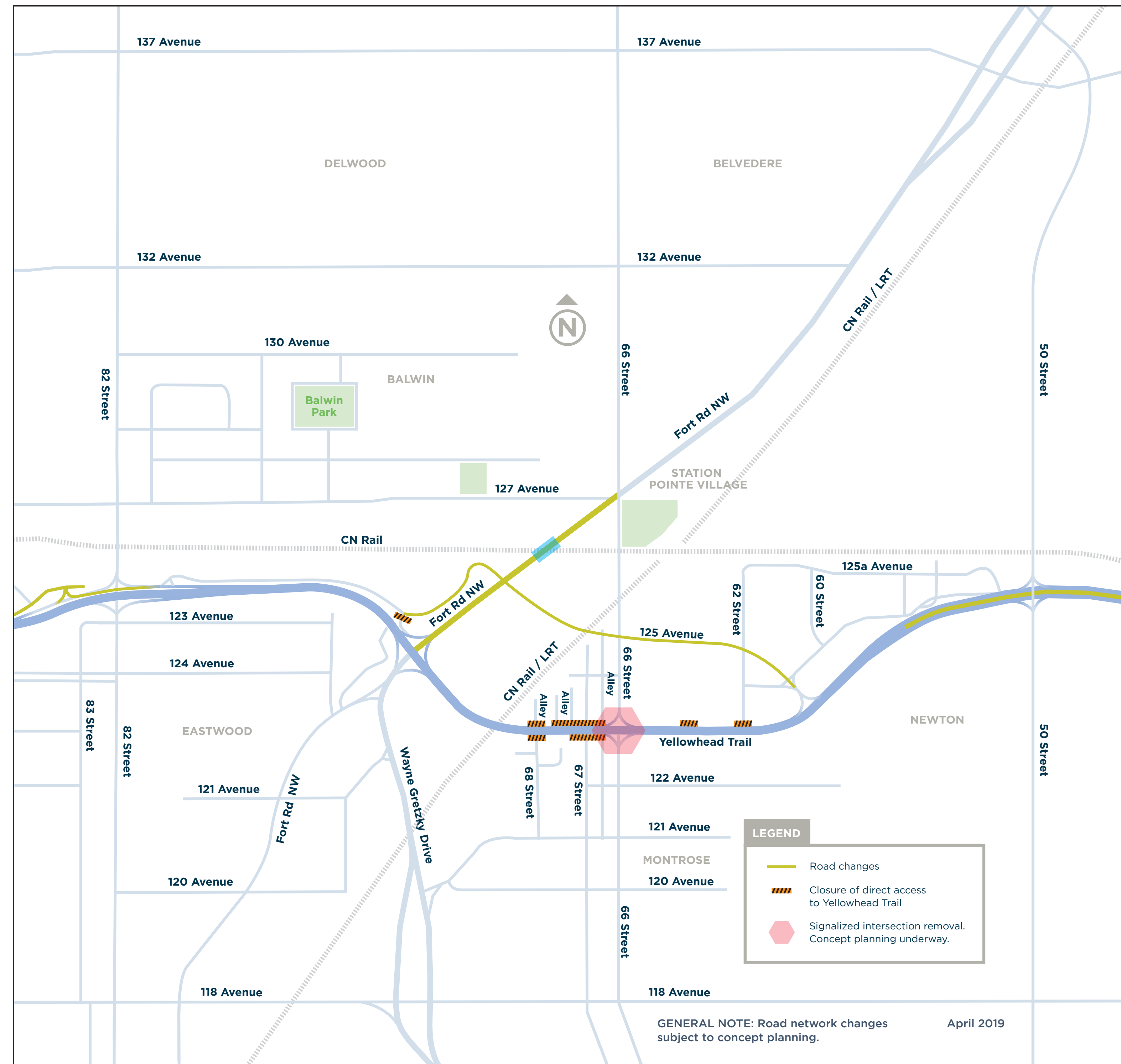
November 2018 – September 2019

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# Project Area Map



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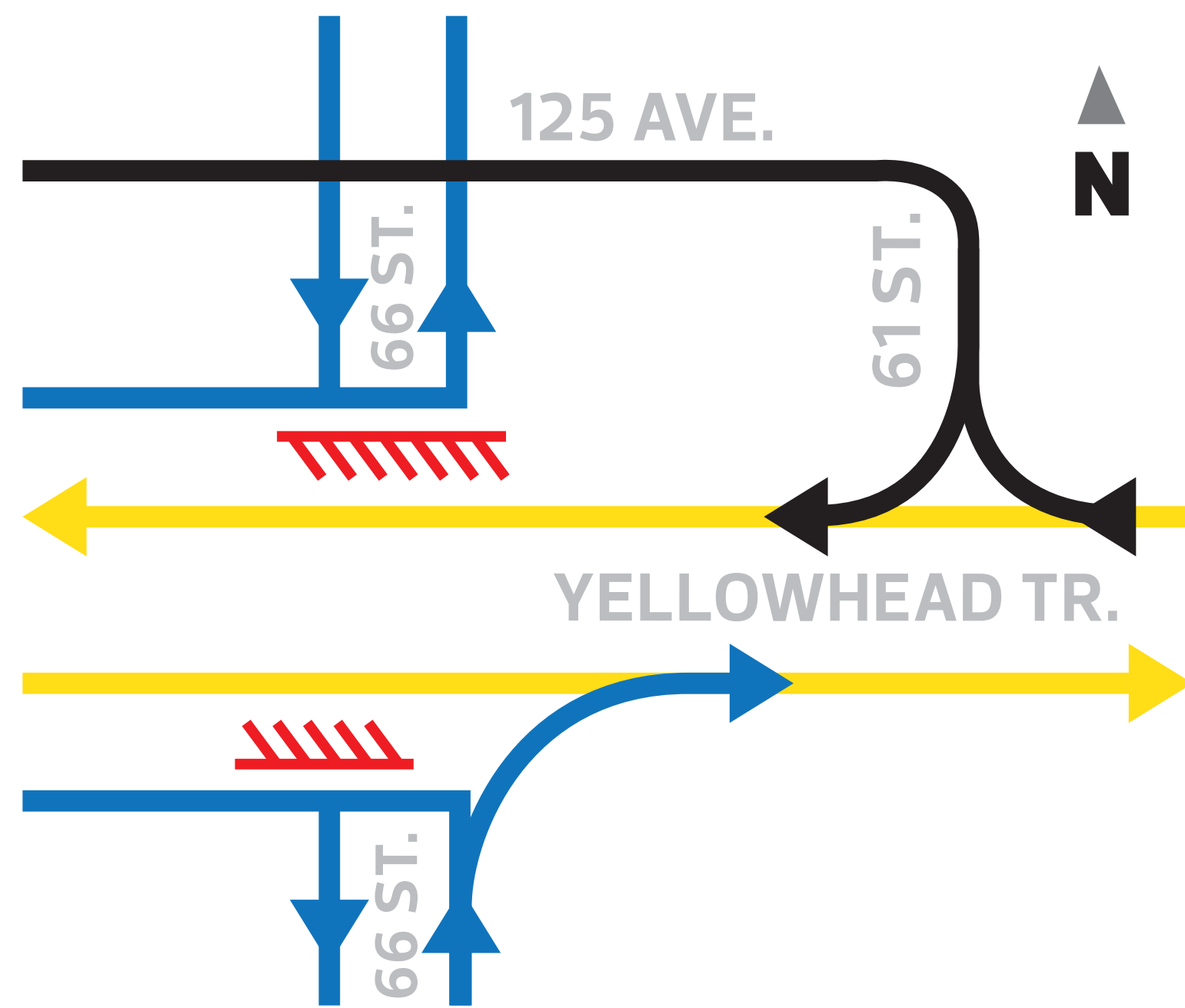


# Design Options

## OPTION 1

Partial Closure with Right Turn onto Yellowhead Trail

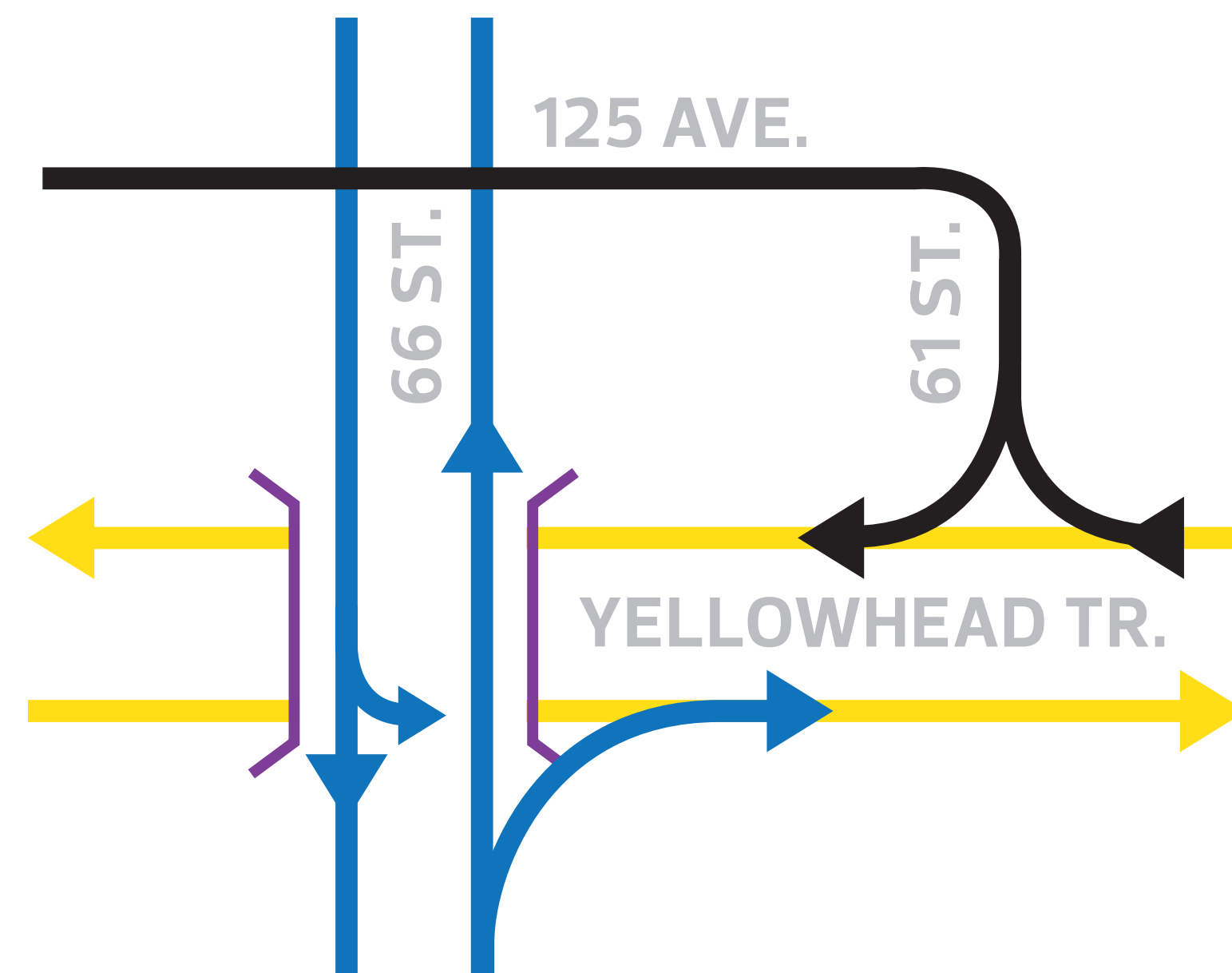
*66 Street northbound to Yellowhead Trail eastbound*



## OPTION 2

Partial Interchange 66 Street Flyover (Overpass)

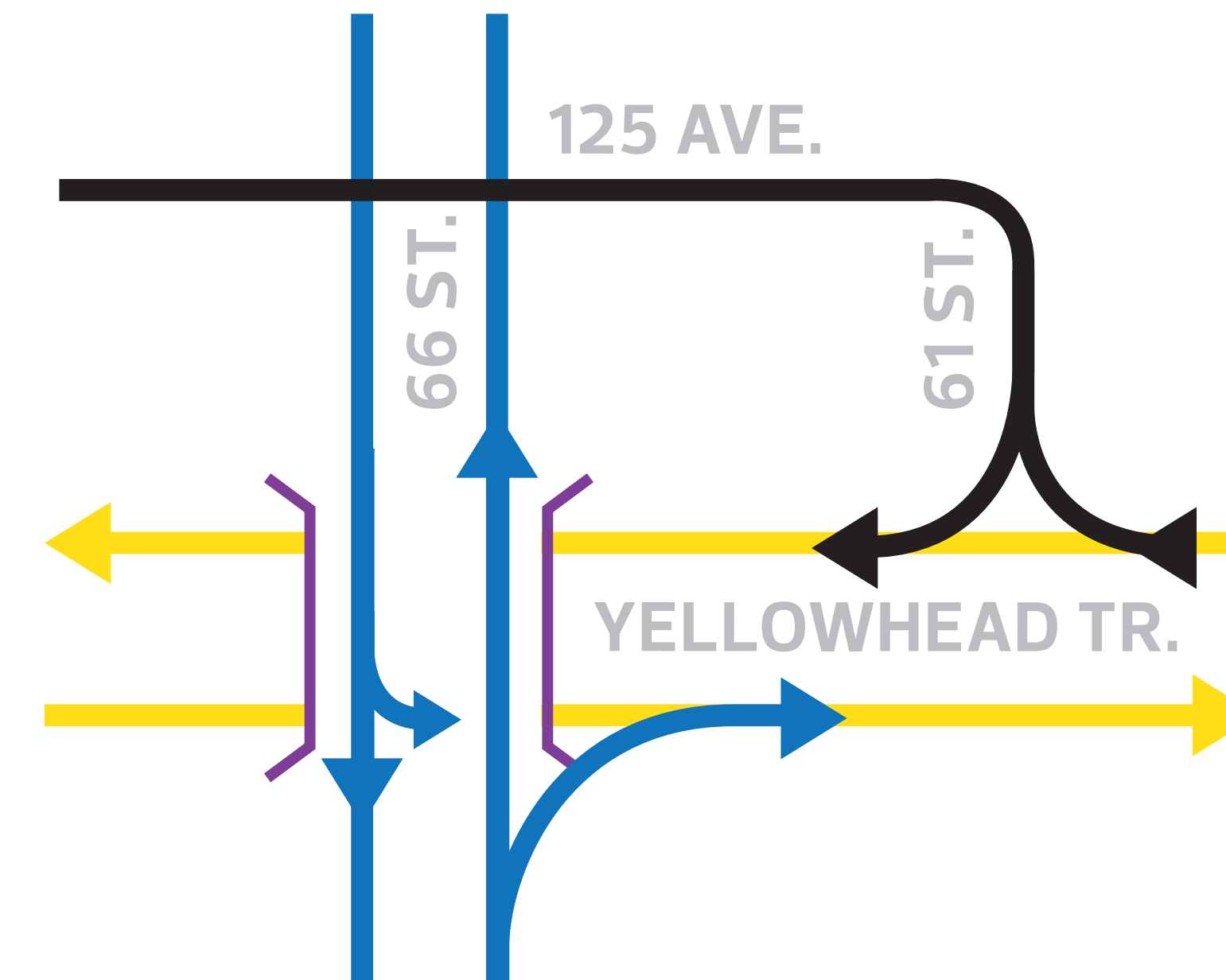
*With turns from 66 Street northbound and southbound to Yellowhead Trail eastbound*



## OPTION 3

Yellowhead Trail Underpass at 66 Street

*66 Street at grade*



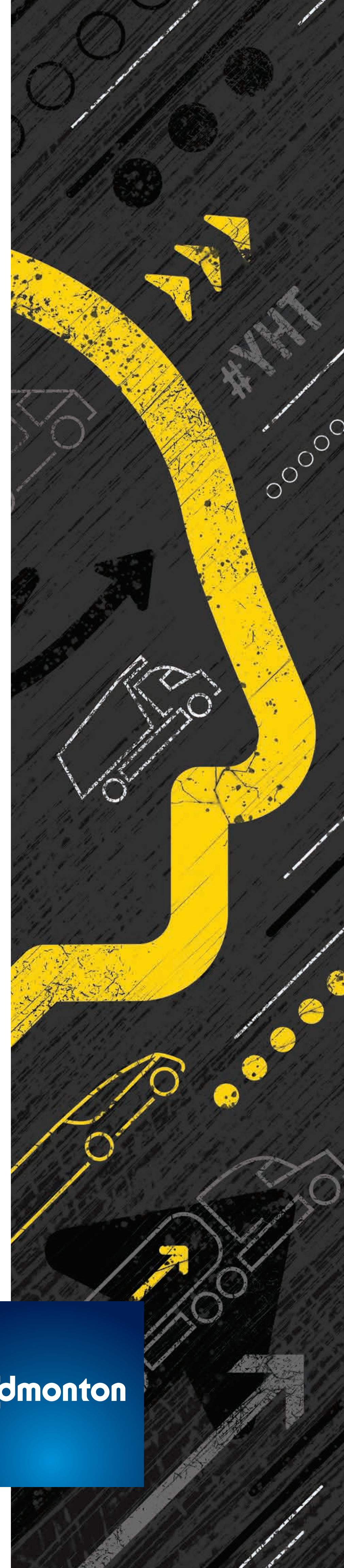
**Key:**

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

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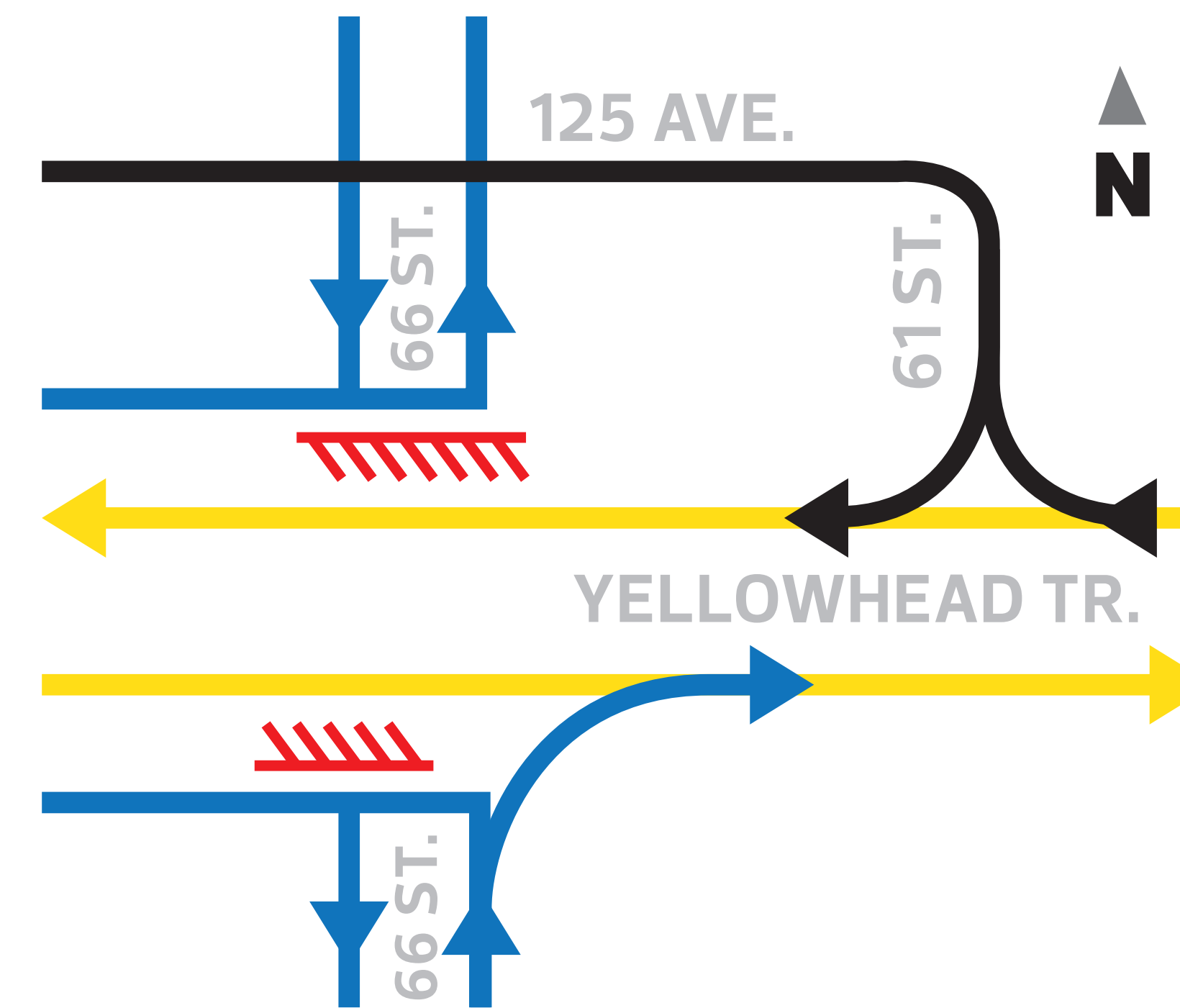


## Option 1: Partial Closure with Right Turn onto Yellowhead Trail

### *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

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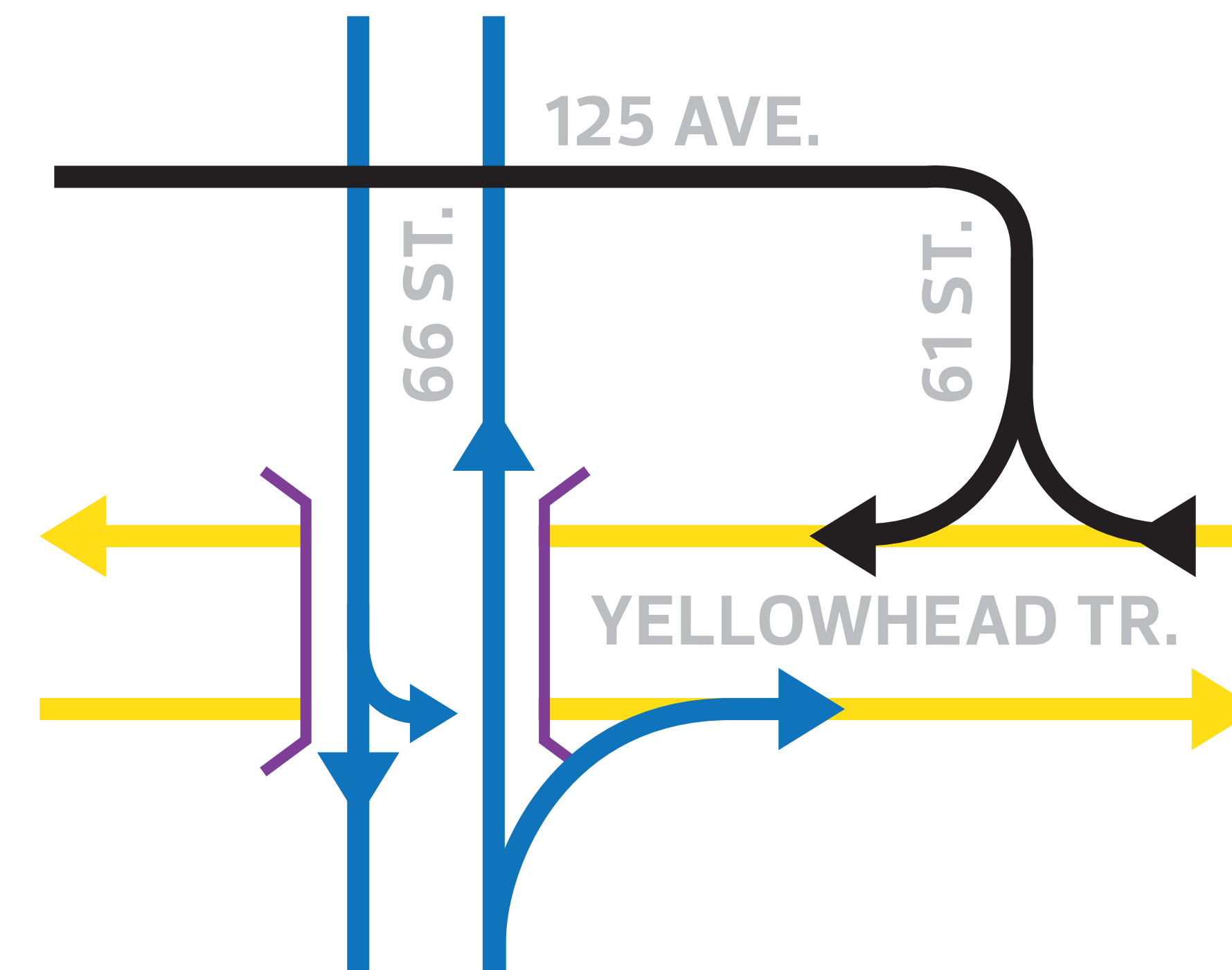
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# Option 2: Partial Interchange 66 Street Flyover (overpass)

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

## 2A Constructed with retaining walls | 2B Constructed with a combination of slopes and retaining walls

- + North-south connection maintained
- + 66 Street northbound and southbound to Yellowhead Trail eastbound via new ramp
- + Private property required along 66 Street
- + Some changes to business accesses
- + Increased noise: 66 Street elevated
- + Visual impact: retaining walls
- + Pedestrian and bike crossing maintained; enhanced connections
- + Significant construction cost
- + Disruption during construction



### Comparison: 2A vs 2B

	Construction Cost	Visual Impacts	Land Required	Private Property Impacts
<b>2A Retaining Walls</b>	Higher	More	Smaller Footprint	More
<b>2B Slopes and Retaining Walls</b>	Lower	Less	Larger Footprint	Less

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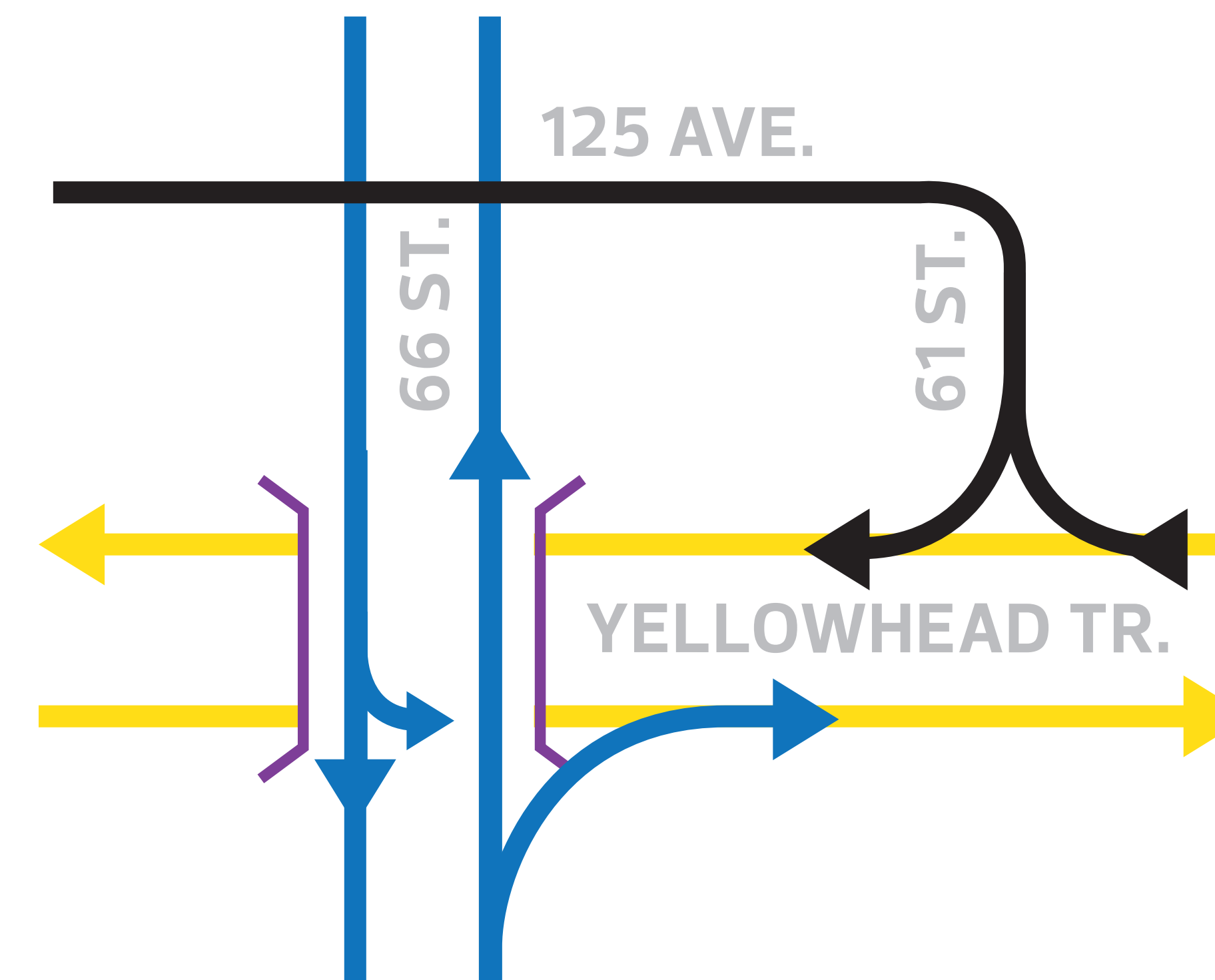
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## Option 3: Yellowhead Trail Underpass at 66 Street

*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

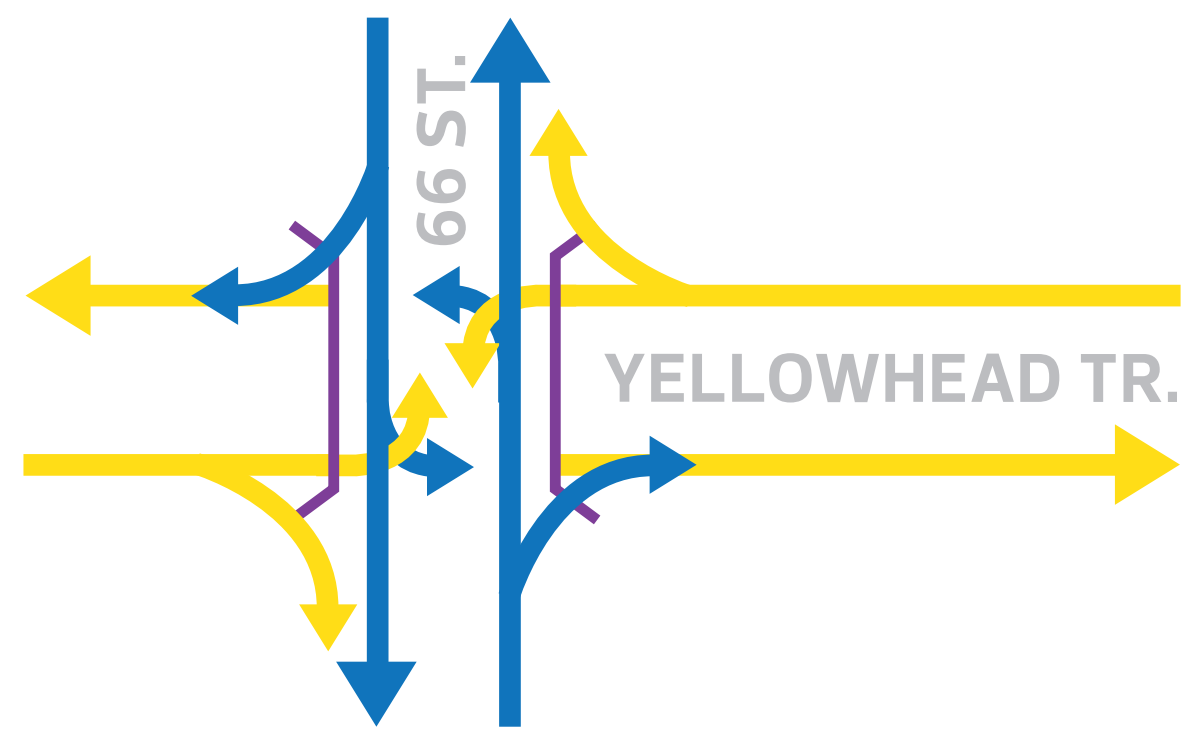


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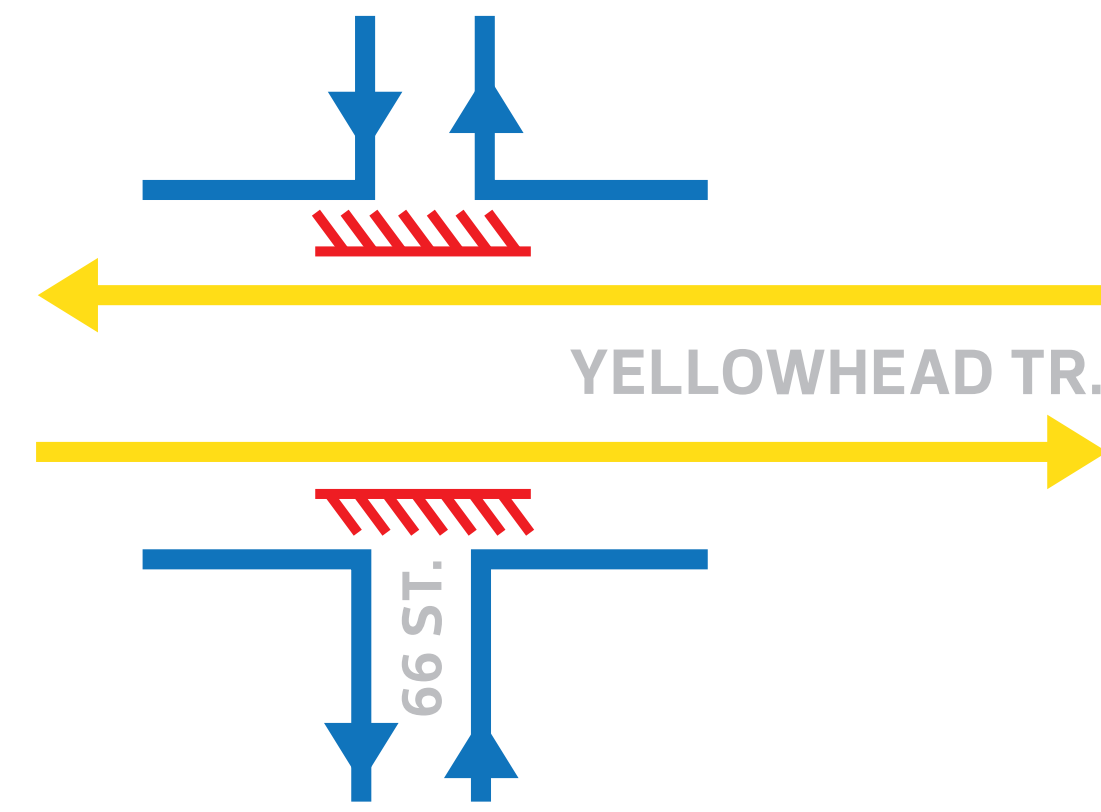
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# Options Eliminated



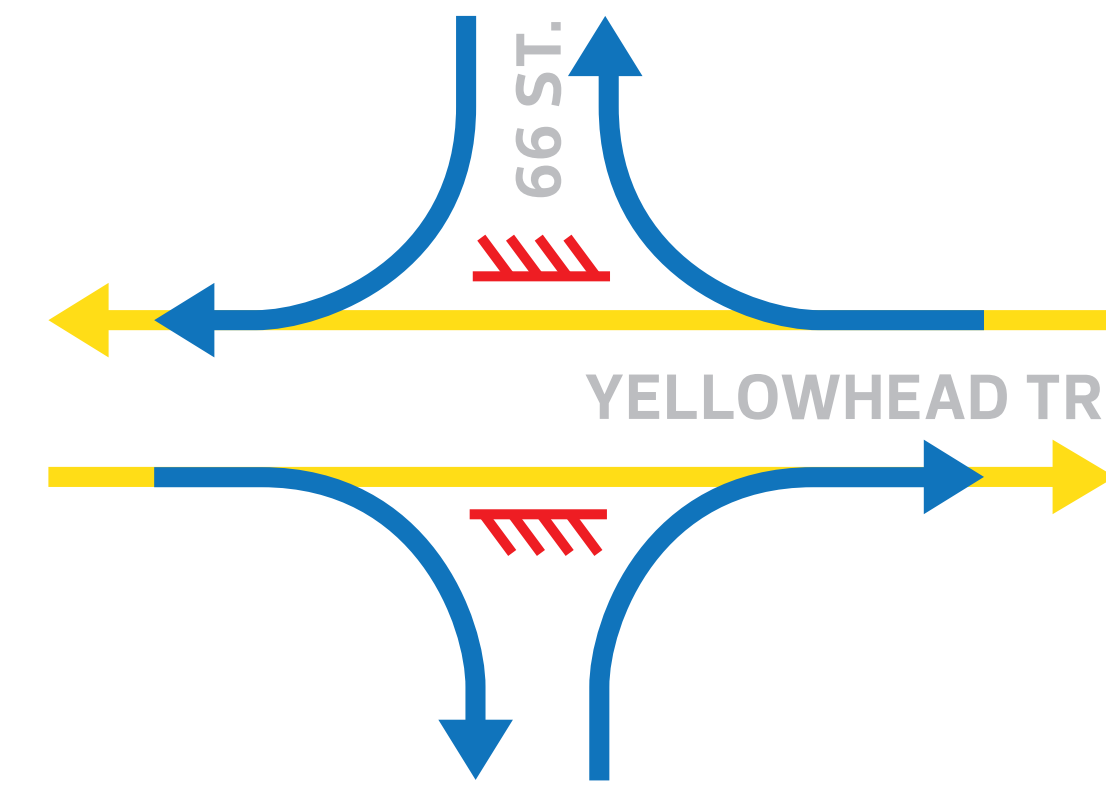
## Full Interchange

- + 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



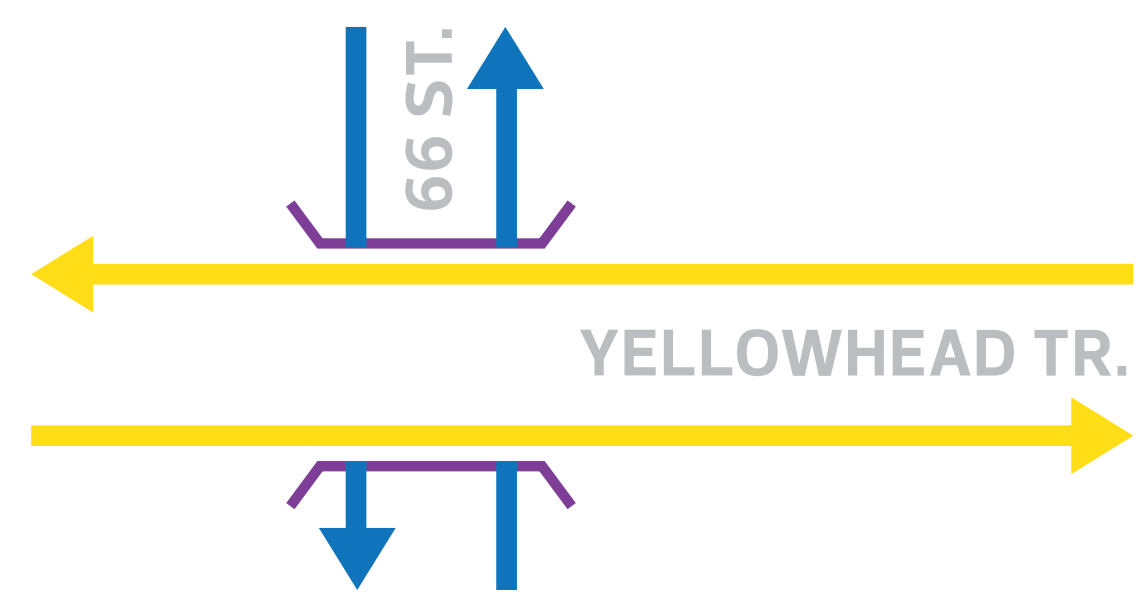
## Full Closure of 66 Street at Yellowhead Trail

- + Adding the 66 Street northbound to eastbound ramp can reduce some impacts for minimal increased cost (see Option 1)



## Right-in / Right-out

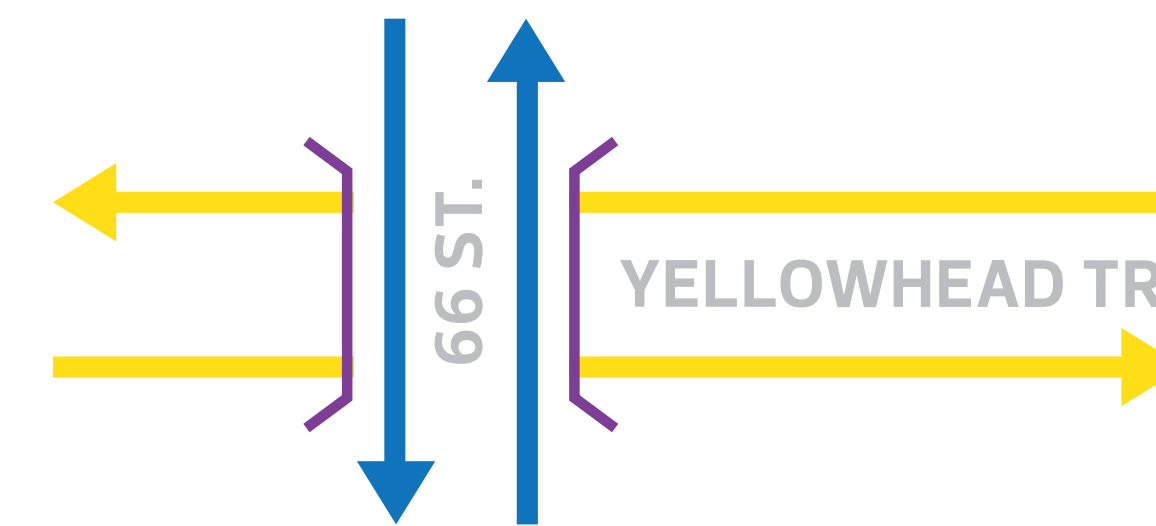
- + Not enough physical space: west side ramps and Wayne Gretzky Drive east ramps overlap – unsafe lane changes



## 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)

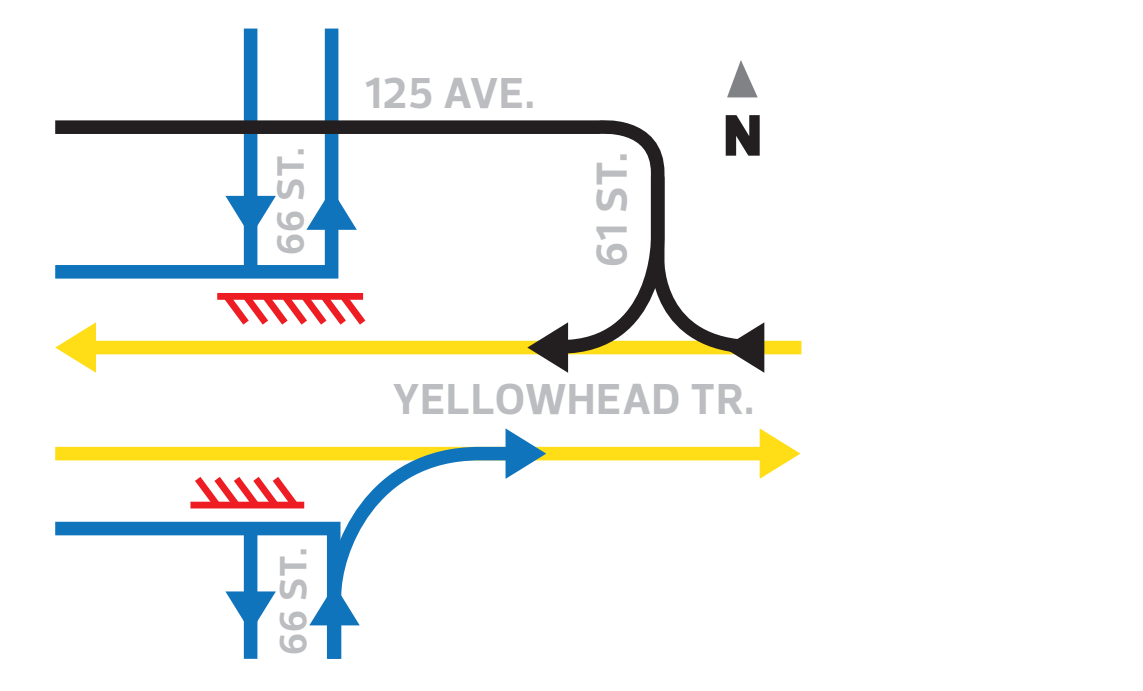
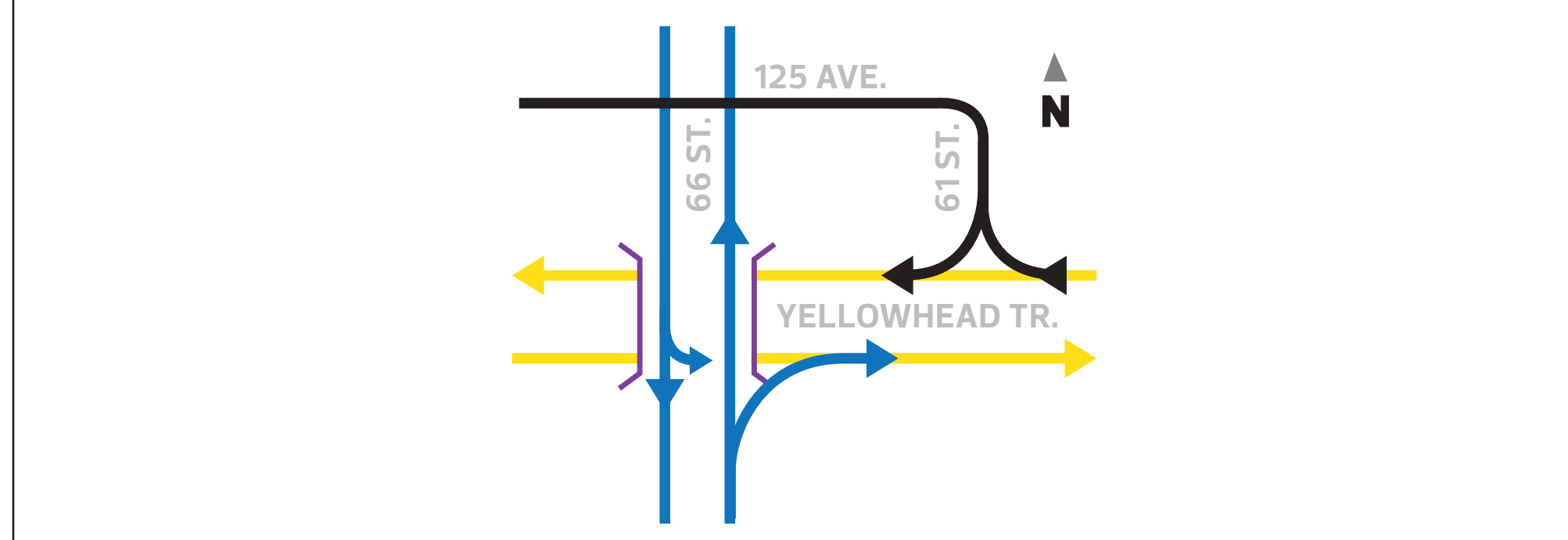
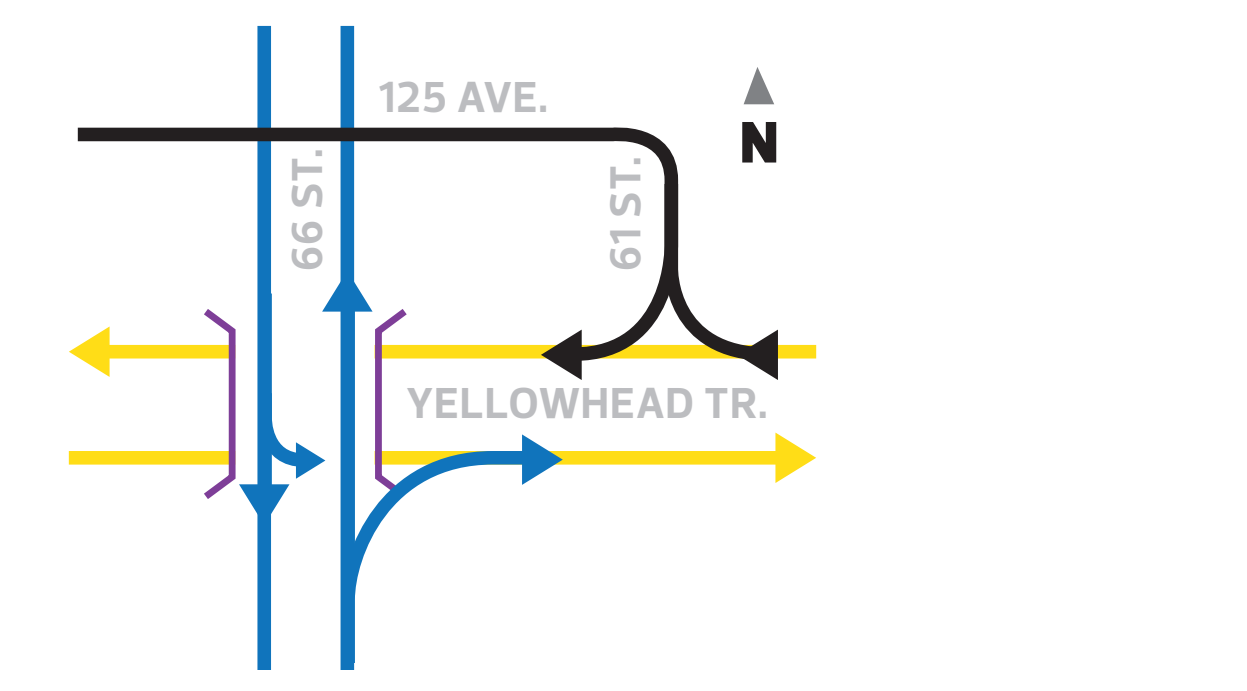
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# 82 Street to 50 Street: 66 Street Intersection

## Options Comparison Chart

		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
<b>Connections to Yellowhead Trail</b>					
<b>Land Requirements</b>		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.
<b>Traffic Impacts</b>	<b>Travel Times</b>	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
	<b>Traffic Volumes on 66 Street</b>	Local traffic only. Reduced 400 – 1000 vehicles during peak hours.	Increased 400 – 800 vehicles during peak hours.		Increased 400 – 800 vehicles during peak hours.
	<b>Level of Service</b>	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.
<b>Bike and Pedestrian Connections</b>		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.
<b>Visual Impacts</b>		Minimal visual impacts	High retaining walls with raised traffic lanes.	Lower retaining walls with slopes (landscaped).	Minimal visual impacts
<b>Noise Impacts</b>		Minimal noise impacts	Increased noise due to raised 66 Street and ramp in southeast.		Possible noise increase with Yellowhead Trail closer to neighbourhood.
<b>Construction Impacts</b>		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.
<b>Cost</b>		\$	\$ \$ \$ \$ \$ \$	\$ \$ \$ \$ \$	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$

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# 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.



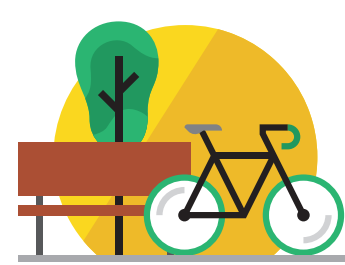
+ **Financial** – includes land, construction, maintenance and rehabilitation costs.



+ **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.

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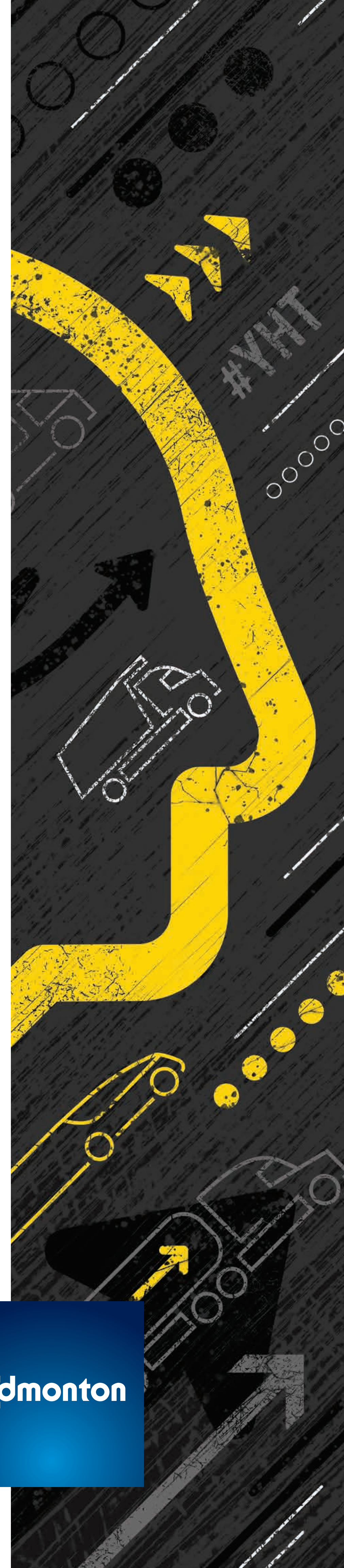
# City of Edmonton Public Engagement Spectrum

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



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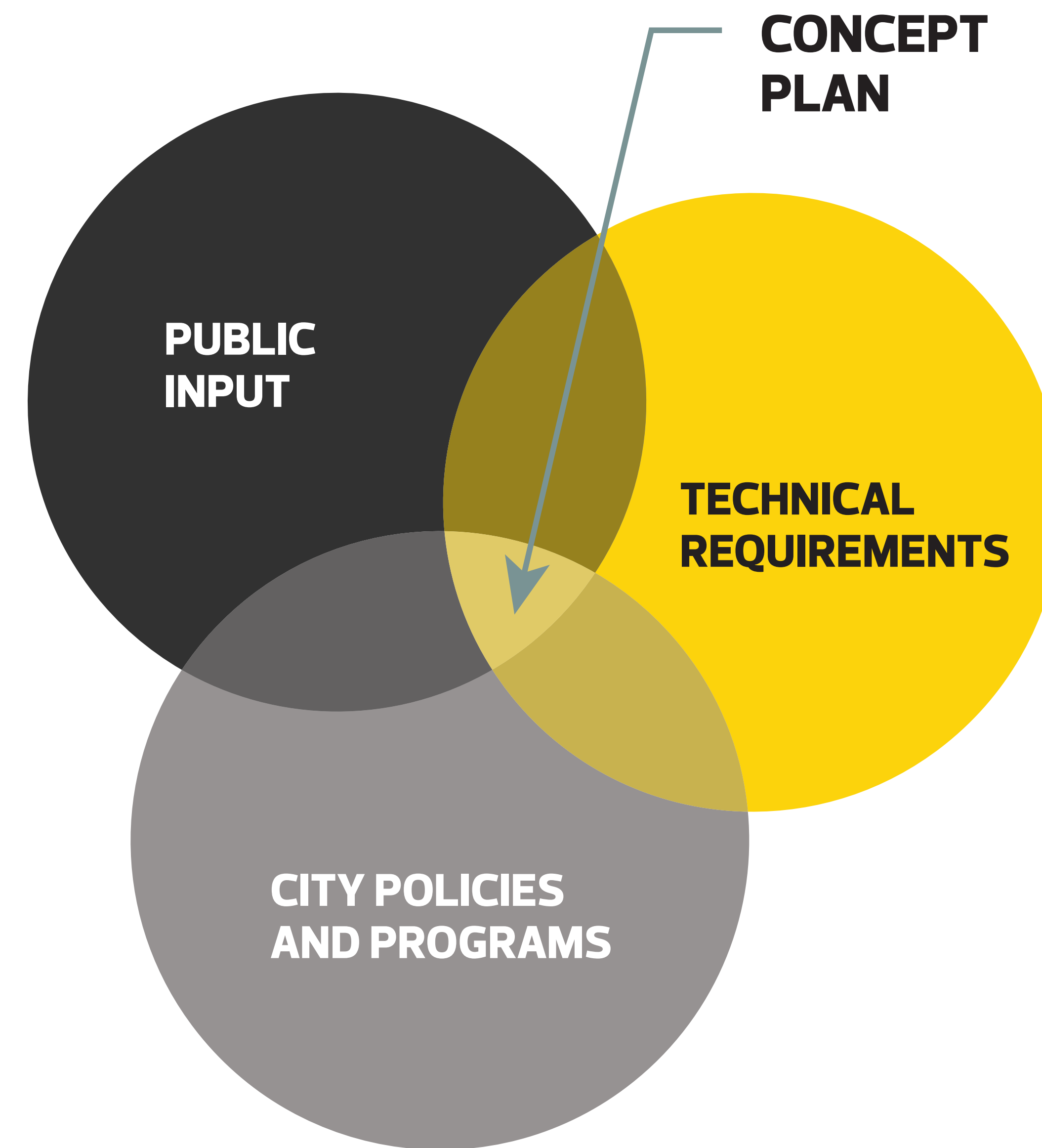
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# How Decisions Are Made

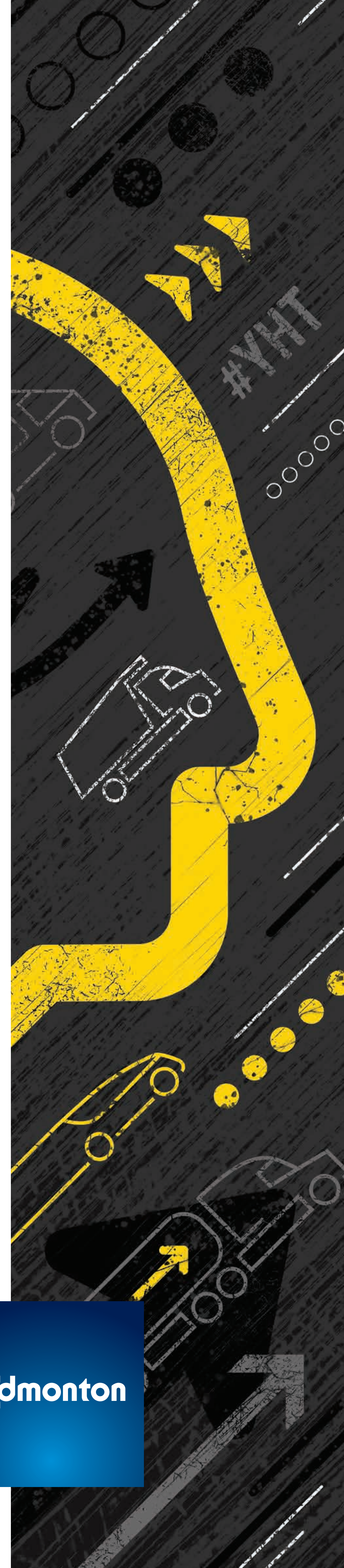
Your input, along with traffic analysis, safety and technical requirements, and City policies will help determine the preferred concept plan.



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# 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

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**

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# Phase 1 Engagement: **Listen and Learn**

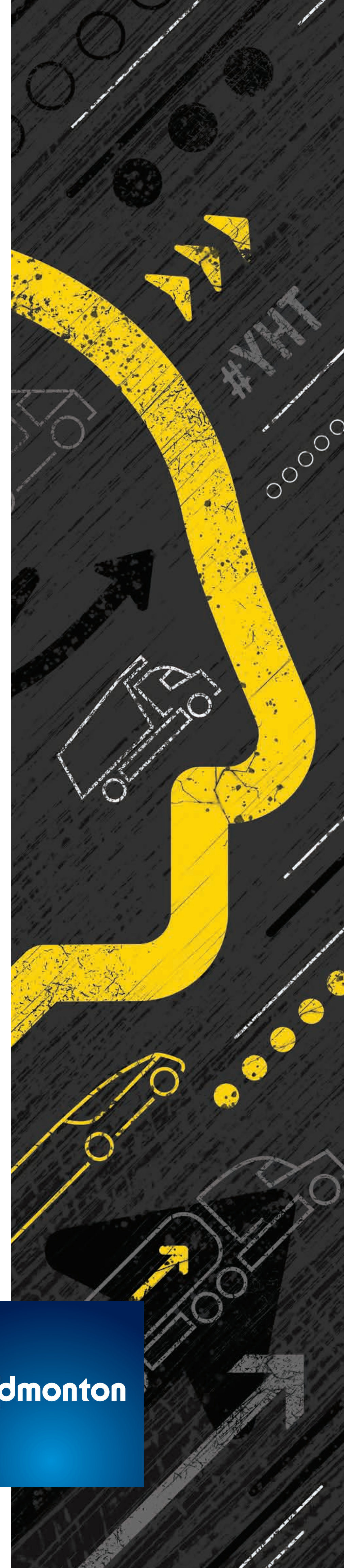
## What We Heard and City Response

KEY COMMENTS	CITY RESPONSE	OTHER COMMENTS	CITY RESPONSE
Maintaining a north-south connection at 66 Street is important.	Design options have been investigated that maintain a north-south connection.	Existing roadway concerns: <ul style="list-style-type: none"> <li>+ 50 Street - congested, improve signal timing, left turns difficult</li> <li>+ Fort Road/ Yellowhead Trail interchange - awkward, confusing and congested</li> <li>+ 118 Avenue - difficult to enter/exit adjacent neighbourhoods (left turns), pedestrian safety concerns, add merge lanes</li> <li>+ 66 Street - congested</li> <li>+ 50 Street/Yellowhead Trail interchange - congested</li> <li>+ Fort Road - 50 km/h speed is too slow</li> <li>+ 125 Avenue congested with new traffic signal</li> </ul>	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.
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.	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.	Emergency response times may be increased in the project area.	Service providers are being consulted to discuss the impacts of all potential design options.
Shortcutting through residential neighbourhoods will increase.	The potential for shortcutting is being considered during planning and mitigation solutions will be proposed, as necessary, at the draft concept plan stage.	Uncertainty about impact on property value and business viability.	Private land impacts are considered in planning and included in the evaluation criteria for this project. The team will work with property owners to reduce and minimize the impacts. 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 <a href="mailto:assessment@edmonton.ca">assessment@edmonton.ca</a> .
Uncertainty about access from project area to future routes for heavy trucks and dangerous goods vehicles.	Design options will consider the needs of heavy trucks and dangerous goods vehicles, and their impact on the neighbourhoods.	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.
The communities of Montrose, Newton and Santa Rosa (located south of Yellowhead Trail) will become isolated.	Design options will consider neighbourhood access, as well as the travel patterns for residents of and visitors to these communities.	Consider large truck/trailer movements in design of roadway network.	The needs of large truck and trucks with trailers is an important consideration in the development of all design options.
		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.	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.

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# 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.

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## Estimated Schedule

PROJECT DESCRIPTION	CONCEPT PLANNING	PRELIMINARY DESIGN	DETAILED DESIGN	CONSTRUCTION
<b>156 Street to St. Albert Trail</b>				
128 Avenue: 156 Street to St. Albert Trail	COMPLETE	COMPLETE	COMPLETE	2019
124 Avenue: 149 Street to 142 Street	COMPLETE	COMPLETE	COMPLETE	2019
123 Avenue: 156 Street to 142 Street	COMPLETE	2019	2019	2020
Mainline (including service roads)	COMPLETE	2019–2020	2020	2021–2023
<b>St. Albert Trail to 97 Street</b>	2019–2021	2021–2022	2022	2023–2026
<b>97 Street to 82 Street</b>	COMPLETE	COMPLETE	COMPLETE	2019
<b>82 Street to 50 Street</b>				
125 Avenue: Yellowhead Trail to Fort Road	COMPLETE	2019–2020	2020	2021–2022
Fort Road Widening: Yellowhead Trail to 66 Street	COMPLETE	2019–2020	2020	2022–2023
<b>66 Street and Yellowhead Trail</b>	2019	2020	2021	2024–2025
<b>50 Street to North Saskatchewan River</b>	COMPLETE	2019	2019	2020–2021

As of March 2019

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