50 STREET CP RAIL GRADE SEPARATION + ROAD WIDENING

PUBLIC ENGAGEMENT SUMMARY

PHASE 1
JANUARY-AUGUST 2018

Edmonton

PROJECT OVERVIEW

50 Street provides access to adjacent developing industrial areas and functions as a major north-south commuter and goods movement corridor.

This project will include:
- Widening 50 Street to a six-lane divided roadway from 76 Avenue to 90 Avenue
- Replacement and widening of the existing bridge over Sherwood Park Freeway
- Grade separation of the existing CP Railway crossing north of Sherwood Park Freeway (at a cost of approximately $87.5 million)
- Addition of active modes infrastructure (such as bike and pedestrian paths)
- Relocation of overhead utilities

CONCEPT PLANS

Concept plans for this project were prepared in 2010 and are currently being validated, but are not yet final.

The 2010 plans indicate project limits extending from 90 Avenue to Whitemud Drive, while the project limits in the current study extend from 90 Avenue to 76 Avenue only. The 2010 plans include the widening concept plan and the grade separation concept plan.
The concept plans can be reviewed at edmonton.ca/50streetwidening.

PUBLIC ENGAGEMENT

A variety of public engagement activities were accomplished in Phase 1. The focus was to introduce the project to directly-impacted stakeholders and broaden awareness to the public.

INITIAL STAKEHOLDER OUTREACH

Notification letters were sent to directly-impacted stakeholders, encouraging them to meet with the project team. The purpose of the stakeholder meetings is to personally inform stakeholders of understanding of the short and long-term impacts.

PUBLIC INFORMATION SESSION

On June 26 from 5 to 8 p.m., the City of Edmonton hosted a drop-in public information session at The King's University to share information on the 50 Street Design Study.

Attendees provided feedback via sticky notes posted on aerial maps of the study area, event evaluation forms and speaking directly to those involved in the project.

WHAT WE HEARD

The following is a summary of recurring themes that have been gathered from stakeholder and public input.

GRADE SEPARATION

The plans for a grade separation are generally supported and accepted as the major improvement for the flow of traffic. Much of the input indicated a preference for an underpass instead of an overpass.

ROAD WIDENING

Attendees requested clarity in relation to whether widening to six lanes is necessary to improve the flow of traffic.

INTEREST IN SHARED USE PATH

There is strong support to make the community more pedestrian and bike-friendly, with a focus on the area needing to be more accessible for students.

SHORTCUTTING AND SPEEDING

Kenilworth residents expressed concern over shortcutting and speeding issues in the community. Shortcutting was brought up repeatedly as an issue, with residents explaining that it is a result of south-bound drivers turning right onto 82 Avenue to avoid the train, as well as the neighbourhood's proximity to a light industrial park with heavy traffic from delivery trucks.

ACCESS CLOSURES AND DETOURS

Attendees expressed interest in receiving more information on permanent access closures and temporary detours during construction.

FUTURE INFORMATION SESSIONS

Attendees expressed support for regularly scheduled public information sessions. Attendees also felt that the display boards should be doubled to reduce crowding around specific boards.

PHASE 1 ENGAGEMENT HIGHLIGHTS

Landowner outreach:
70 notification letters sent to directly-impacted stakeholders.

Project team meetings:
19 meetings have been held with directly-impacted stakeholders.

Public awareness:
175 attendees came to the public information session.

Event Evaluation:
115 evaluations were submitted at the public information session.

NEXT STEPS

Stakeholder meetings continue to be scheduled for Fall/Winter 2018. The next public information session will be held in early 2019.

Edmonton

PUBLIC ENGAGEMENT
SHARE YOUR VOICE SHAPE OUR CITY

For more information:
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