

What We Heard Report

82 Street to 50 Street:
66 Street Intersection

**Phase 2 Engagement:
Configuration Options & Evaluation
May to August 2019**

SHARE YOUR VOICE
SHAPE OUR CITY

Edmonton

Thank you for talking with us.

We know changes to Yellowhead Trail will affect you, the way you travel, and the way you do business. The input you provided helps us understand your views and perspectives on each of the three roadway design options proposed for the intersection of Yellowhead Trail and 66 Street. This is an important step in the evaluation of the options to determine the concept plan.

This report provides a review of Phase 1 engagement and how your feedback in Phase 1 was used to inform the design options shared in Phase 2. It also summarises Phase 2 engagement including who we talked to, what we asked, what we heard, and how input is being used.

THANK YOU.

EXECUTIVE SUMMARY: PHASE 2 AT A GLANCE

What We Did

Using both public input and technical information learned in Phase 1, three design options for the intersection of Yellowhead Trail and 66 Street were prepared and presented to the public for feedback.

HOW WE ENGAGED



Stakeholder Meetings

(Commercial property owners)

June – July 2019

8 property owners invited,
4 meetings held



Business and Property Owner Drop-In Event

Jerry Forbes Centre for Community Spirit

June 2019

2 participants



Two Drop-in Public Engagement Sessions

Jerry Forbes Centre for Community Spirit and Balwin School

June 2019

237 participants



Public Survey

Online, as well as paper copies at public events

June – July 2019

318 participants

What We Learned

In Phase 2 we learned:

- + Options providing a north-south connection receive the most support
- + A north-south connection is important for all modes of transportation
- + Respondents tend to support options that are lower cost and have less negative visual impact, while also maintaining a north-south connection
- + Respondents want the selected option to minimize impacts on residents, commercial property owners and business owners during and post construction

What Happens Next

Information gathered in Phase 2 will be used to inform:

- + Criteria being used to evaluate the presented options
- + The selection of a concept plan

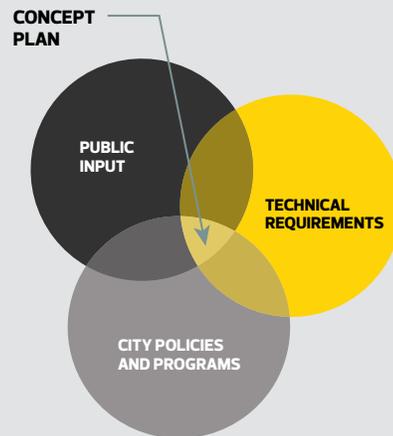
During Phase 3, in October 2019, you will have the opportunity to view and provide final perspectives on the concept plan.

PUBLIC ENGAGEMENT

Public Engagement Philosophy

The City of Edmonton is committed to involving the people affected by the decisions it makes by seeking diverse opinions, experiences and information so that a wide spectrum of information is available to decision makers.

Public input, technical analysis and City policies are all considered in determining the future concept plan.



Visit edmonton.ca/publicengagement for more information on the City's public engagement process.

Public Engagement Design

A three-phase public engagement process was designed to create multiple opportunities for the public and stakeholders to provide input during this concept planning study.

PHASE 1: LISTEN AND LEARN [January to April 2019]	PHASE 2: CONFIGURATION OPTIONS AND EVALUATION [May to August 2019]	PHASE 3: CONCEPT [September to October 2019]
<ul style="list-style-type: none"> + Meet 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 + Use technical studies and public input to consider design options 	<ul style="list-style-type: none"> + Present design options for the Yellowhead Trail and 66 Street intersection and future roadway network based on feedback from Phase 1 + Gather input on presented options + Gather input on criteria used to evaluate options + Options are studied and evaluated to determine the concept plan 	<ul style="list-style-type: none"> + Opportunity for residents, commercial property owners and businesses, and community organizations to view and provide final perspectives on the concept plan
<ul style="list-style-type: none"> + January to April 2019: Public and stakeholder engagement + June 2019: Report back on what was heard in Phase 1 	<ul style="list-style-type: none"> + May to July: Public and stakeholder engagement + September 2019: Report back on what was heard in Phase 2 	<ul style="list-style-type: none"> + September and October 2019: Public and stakeholder engagement + November 2019: Report back on what was heard in Phase 3

All activities during Phase 2 were at the Refine level on the City Public Engagement Spectrum. Visit edmonton.ca/publicengagement

REVIEW OF PHASE 1

No design solutions were proposed during the first phase of engagement. The intent was to understand the impacts of a closure of 66 Street at Yellowhead Trail to allow for the free-flow of traffic along Yellowhead Trail.

Public input was also gathered to inform the development of criteria that will be used to evaluate design options during Phase 2.

What We Learned in Phase 1

Issues and concerns in response to a full closure include:

- + Maintaining a north-south connection at 66 Street is important
- + The existing roadway network is thought to be at maximum capacity during peak travel times; rerouted traffic from closed intersections will worsen existing congestion issues
- + Shortcutting through neighbourhoods may increase
- + Uncertainty about future routes for heavy trucks and dangerous goods vehicles to access / exit the project area
- + The communities of Montrose, Newton and the Santa Rosa area (located south of Yellowhead Trail) may become isolated

How We Used Phase 1 Input

Public input helped us adjust our approach to the removal of the signalized intersection at Yellowhead Trail and 66 Street. Your input, along with technical studies (traffic analysis, feasibility, safety, etc.) and City policy, influenced the study of multiple design options.

Three options, two of which maintain a north-south connection, were selected for further study as they best balance technical requirements for the freeway conversion with the needs of the community, businesses and commuters.

- + Two options provide a north-south connection at 66 Street for all modes of transportation. The north-south connection will have minimal impacts on broader roadway network congestion, as well as community shortcutting and isolation. It also provides a transportation route for heavy trucks and dangerous goods.
- + All options provide an eastbound exit onto Yellowhead Trail from 66 Street northbound. Two options also provide an eastbound exit from 66 Street southbound. Providing eastbound exits onto Yellowhead Trail helps mitigate concerns related to community shortcutting and isolation, and transportation routes for heavy trucks and dangerous goods.
- + Only one option does not provide a north-south connection. If selected, the option will investigate possible changes to the roadway network at Wayne Gretzky Drive, 118 Avenue and 66 Street, and the 50 Street interchange for heavy truck movements prior to developing the concept plan.
- + All other connections off of and onto Yellowhead Trail at 66 Street were considered in the study of options, but determined to not be feasible as they require cost-prohibitive technical modifications and significant acquisition of private property (residential and commercial).

Evaluation Criteria

Draft criteria (see below) to be used to evaluate each of the design options to determine the concept plan were shared to identify if anything had been missed.



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.

WHAT WE HEARD: PHASE 2

The following is a summary of what we heard across all engagement tactics.

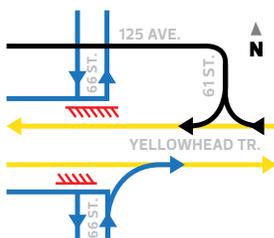


Importance of North-South Connection

The importance of maintaining a north-south connection is a priority. It is the primary reason respondents give for supporting Option 2A, 2B and 3, and for not supporting Option 1.

Property and business owners are concerned about declining property values and the long-term viability of businesses should Option 1 proceed.

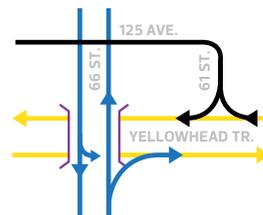
Feedback on Option 1



The majority of respondents do not support Option 1 due to the lack of a north-south connection for all modes of transportation.

Those who do support Option 1 appreciate there will be less traffic and traffic related disruptions as a result of closing 66 Street at Yellowhead Trail. They also appreciate the construction period will be shorter and less disruptive compared to other options.

Feedback on Options 2A and 2B



While both options maintain a north-south connection, the majority of respondents support Option 2B over 2A.

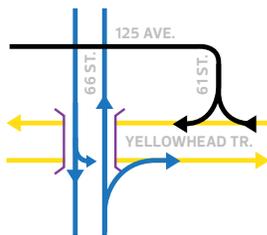
Those who support Option 2A see its benefits as having a smaller footprint overall and they believe its retaining walls will be easier to maintain than the slopes in Option 2B.

Respondents who support Option 2B appreciate that it is less expensive than Option 2A, has less visual impact due to the size of the retaining wall, and has fewer property impacts.

Respondents indicate that both Option 2A and 2B could be improved by providing additional connections between Yellowhead Trail and 66 Street.

Concerns are expressed about the viability of businesses located along 66 Street near the Yellowhead Trail intersection. Even if a property is not acquired and access routes do not change, it is perceived that business viability may be affected due to the loss of other neighbouring businesses.

Feedback on Option 3



The number of respondents who support Option 3 is similar to the number of respondents who oppose it. Respondents indicate

the strengths of Option 3 include an at-grade, north-south connection and a design that matches other crossings already in place along Yellowhead Trail. Reducing the cost is the top suggestion respondents make for improving Option 3. Respondents are also concerned about construction impacts and timelines, and drainage issues with this option.

Shared-Use Path



Respondents recommend connecting the shared-use paths with the communities and ensuring the paths can accommodate both cyclists and pedestrians.

Wayfinding Signage



To ensure customers are able to find businesses in Santa Rosa and Industrial Heights post-construction, recommendations are made to erect wayfinding signage along Yellowhead Trail, prior to exit ramps off Yellowhead Trail and at major intersections leading into the communities.

Trail, prior to exit ramps off Yellowhead Trail and at major intersections leading into the communities.

125 Avenue Collector Road



Property and business owners encourage further traffic analysis for the 125 Avenue collector road to ensure there are sufficient lanes to handle projected traffic volumes if

the north-south connection along 66 Street is maintained.

Evaluation Criteria



Respondents indicate the presented evaluation criteria meets their needs.

What Happens Next?

Phase 3 Public Engagement

Input gathered in Phase 2 will be used to finalize the evaluation criteria, and to evaluate the presented options and select a concept plan. As well, input gathered will be used to 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 in the project area

Opportunities to view and provide final perspectives on the concept plan will be provided in October 2019.

FOR MORE INFORMATION

And to sign up for email updates:

Online: edmonton.ca/Yellowhead82to50Street

Email: yellowhead@edmonton.ca

Call: 311