

## Previous Committee Questions and Responses

	Question	Response
1	Did the City look seriously into Strategy B with respect to access to the commerce center corner (Costco, the Casino, other businesses) that is a difficult place for people to get into?	Access is provided to businesses via one-way service roads on the north and south sides of Yellowhead Trail. They roads act to provide local access (separate it from the mainline facility on Yellowhead Trail). Businesses still have access, not directly to Yellowhead, but an adjacent service road. Further to this, parallel roadways will be improved to help facilitate access to the surrounding road network and properties.
2	Costco costumers coming down from the east will have to drive up to 156 St and comeback, are we thinking of somehow to improve the access on 156 St?	The project would include upgrades to 156 Street, including intersection upgrades at 156 Street / 123 Avenue, 156 Street / 128 Avenue, in addition to other parallel routes. Access to Costco will still be available from 149 Street, which will continue to have access to 149 Street.
3	If Yellowhead Trail is left as it is today, do we have any future idea how Anthony Henday Drive will adjust the traffic flow on Yellowhead?	The bulk of truck traffic is anticipated to continue to use Yellowhead for inner city truck movements. Free flow on Yellowhead Trail would make Yellowhead Trail 5-7 minutes quicker than Anthony Henday Drive. Review indicates that if improvements to Yellowhead Trail are not completed, congestion along the corridor will expand to longer durations during the day. The completion of the full Anthony Henday Drive will provide some temporary relief to Yellowhead Trail, but this relief will be temporary as general traffic volumes grow within the City. Further to this, Yellowhead Trail remains a more desirable corridor for some traffic, including trucks, due to the directness of the route and the ease of access to the core of the city and to key industrial areas.
4	Do we have any distance increase numbers? (in terms of taking the Yellowhead Trail or the Anthony Henday Drive to cross the City for truckers?)	In terms of shear distance when traveling east-west across the City, Yellowhead Trail is 7.7 km shorter than the north segment of Anthony Henday Drive. The south section of Anthony Henday Drive is substantially longer.
5	If Yellowhead Trail became access to everybody and Anthony Henday Drive straight through, what kind of renovation or minor amenity changes or infrastructure changes might be contemplated or proposed? (If it didn't change at all are there tweaks with interchanges or lights, addition of a right or a left turn, those type of things that will allow it to become a better access road to local business then it currently is?)	<p>Stage 1 improvements can be implemented independently to manage local access problems.</p> <p>The idea behind the concept plan is to protect for something in the future that maximizes investment that have long-term benefits. Iterative widening can be looked at.</p>

		If it was not to become a freeway, many intersections are already at capacity (double lefts, signal timings, ITS) which only get incremental improvements for the long-term. The current infrastructure is maxed out in terms of incremental improvements.
6	Do you see much diversion of truck traffic to Anthony Henday Drive when it opens?	Long haul trips may divert to Anthony Henday Drive in some cases. However, there is still a strong desire for movement across the core of the City via Yellowhead Trail due to the directness of the route and due to the ease of connection to the city center.
7	Is there a way, if the Committee gives the go ahead with Strategy B, to make sure that the priority is to preserve accesses to businesses and to sustain those businesses?	<p>The primary goal for the Strategic Plan is to create free flow on Yellowhead Trail. We must respect access and provide legal access to the parcels. If not, we need to compensate.</p> <p>Strategy B allows for the construction of one way service roads paralleling Yellowhead Trail will allow us to maintain local access to properties, while allowing them to access Yellowhead Trail. It isn't as convenient as what is there today, but access is provided, which will allow these businesses to remain.</p> <p>The free-flow facility benefits businesses along the corridor – need to balance individual business needs and the collective whole. In many other cases in North America, there are industrial areas along freeways. Access will be provided.</p>
8	How do you make sure that the stakeholder group is representative of the businesses being impacted?	<p>Members of the Stakeholder Input Group were volunteers who signed up in the initial stages of the project, and who were contacted by the City through profiling interviews. During the process we did not add to stakeholder input group since there was a lot of knowledge gained that newcomers would not necessarily have.</p> <p>Other stakeholders were brought into the process outside of the Stakeholder Input Group via 2 open houses, online surveys, and one-on-one meetings.</p>
9	With regards to the primary goal of the project, did Council approve it? And, if so, when?	No. Council endorsed the Strategic Plan and amended the Transportation System bylaw that designates Yellowhead Trail as a future freeway. The amendment was in 2011, as was the strategy.
10	Was there significant input into the Council's decision from any stakeholders that actually impacted what that decision will be?	Strategic Plan was an evolution of the Transportation Master Plan, which included high level consultation. There was nothing specific to the Yellowhead Trail Strategic Plan, but it was part of the Transportation Master Plan. Input from stakeholders has been

		incorporated in the concept planning processes undertaken to date for the Stage 1 improvements and the 149 Street concept plan.
11	The impact of the regional outer ring road in regard to the number of trucks and vehicles, have you had a chance to do that analysis?	The regional ring road has not been worked on in recent years. The regional ring road would have a lesser impact on Yellowhead Trail than Anthony Henday Drive.
12	What is the percentage of trucks on Yellowhead Trail that serves the business adjacent and around the businesses as opposed to the through traffic?	The City's 2013 Truck Survey determined that Yellowhead Trail was the most heavily used portion of the City's Inner Ring Road (used by 67% of all truckers surveyed). Directness of Yellowhead Trail was seen as the primary reason for the choice of route. Results of their survey highlighted that the majority of trucks using Yellowhead Trail have origins or destinations within the City (over 80%). Only a small proportion of trucks using Yellowhead Trail are using it as a through-route across the City without stopping.
13	If 60% or 70% are actually using this road as a huge arterial road versus to a free flow freeway then would the planning have been different if the thinking of what Yellowhead Trail should be has been different?	Not necessarily. Trucks are a big reason for this. There are many commuters that also use this road. Congestion along Yellowhead Trail has been an ongoing concern.
14	With the improvements that are being talked about did you say that there will be an only 5 to 7 minute betterment of time?	Overall conversion of Yellowhead Trail to a free-flowing facility would improve the travel time along the corridor by approximately 5 to 7 minutes. These improvements have the potential to provide huge overall travel time savings over time, which translate into economic and societal benefits of millions of dollars. A business case is in preparation for the improvements to Yellowhead Trail, this business case will highlight the substantial benefits of this work.
15	What's the impact to businesses? Because their loss of productivity is going to be more than 5 to 7 minutes (saved on the overall corridor), if they are doing service roads and loop rounds? I would like to know what that impact is, if you have done that analysis, and what is the actual cost to the businesses that will shut down that City will have to compensate?	<p>The recommended plan at 149 Street was developed to provide a balance between free flow on Yellowhead Trail and access to businesses in the surrounding area. Overall, the conversion of Yellowhead Trail to a freeway is anticipated to have a net benefit for travel within the City and the Region. Although some specific trips will become slightly more circuitous, the overall road network will improve with the conversion of Yellowhead Trail to a free flowing facility (i.e. pressure taken off other routes).</p> <p>The travel time savings of 5 to 7 minutes associated with a free flowing facility will be tens of millions of dollars per year for the 63,000 to 81,000 vehicles per day using Yellowhead Trail. Volumes using the corridor will only continue to grow over time, leading to even further travel time savings associated with a free flowing facility.</p>

16	Did Costco or the Casino have any feedback?	<p>A letter from Costco was received. Costco noted that they supported the process, supported the two options, but with a preference for Strategy A as it gives better connection to their business and provides in their mind a better regional connection.</p> <p>Both Casino and Costco were part of SIG. Costco representatives travelled from the US to participate.</p>
17	Were there any considerations to collisions and cost or congestion when you were considering the different options?	<p>Considered collisions as they exist today. The goal was to reduce the number/severity of collisions. This intersection is highly rated for collisions (in the top 5 year after year).</p>
18	What kind of feedback did CN rail have in support or preference of their crossing?	<p>The CN Rail preference is to grade separate the mainline at 149 Street to reduce conflicts between trains and cars. CN Rail has expressed that any grade separation at this location would be at the City's expense as the project is a city project.</p> <p>The CN Rail industrial spur line crossing Yellowhead Trail has some active business operations, which they would like to continue to provide service. The City has been working with CN Rail and their customers regarding this crossing to ultimately discontinue service at this crossing.</p>
19	What happens to 142 Street?	<p>In Strategy A (the partial interchange), 142 Street would be converted to a cul-de-sac. However, in the preferred scenario (Strategy B with the one-way service roads), 142 Street becomes a right-in/right-out to the service road and would ultimately have access to EB Yellowhead Trail or to St. Albert Trail.</p>
20	Did you have any representatives from 142 St in the stakeholder group meetings?	<p>The stakeholder input group included 2 Dovercourt Community representatives, along with 2 business owners along 142 Street north of Yellowhead Trail. Property owners along 142 Street south of Yellowhead Trail were involved through separate one-on-one discussions.</p>
21	Is Yellowhead Trail Stage 1 waiting until 149, 142 and 121 intersections are all sorted out?	<p>Stage 1 is unfunded, but can proceed at any time. Some pieces of Stage 1 near 66 Street were completed in the last 2 years, including the closure of some median breaks east and west of 66 Street, showing that even Stage 1 can be broken down into phases.</p>
22	What is the price tag for the Stage 1 construction?	<p>Entire Stage 1 is \$29.06 M (\$2015). In some cases, the stages can be broken down in to smaller chunks to help with funding.</p>

23	In Stage 5 (Fort Road interchange modifications and 66 Street intersection closure), what type of modification is needed for the interchanges? What will be involved?	As of today, concept plans have not been completed for the Stage 5 Fort Road interchange modifications. These changes will generally anticipated to include adding capacity (could be additional turn lanes), optimizing the ramps, and including improvements for traffic operations.
24	Stage 5 (Fort Road interchange modifications and 66 Street intersection closure): with the transit garage that is opening in the area (66 Street) isn't the need for the interchange to get its renovations more significant?	Currently, Stage 5 is the last for planning. At the time of staging, the transit garage was not being contemplated. Staging would depend on funding along the way. Transportation Planning has been working closely with ETS regarding the Transit Garage to identify road network requirements. These improvements will accommodate the anticipated transit garage traffic until the long term improvements at Fort Road are completed.
25	When this report does comeback, is it possible to provide a computer generated traffic model? (looking at access to business properties)	A model has been created for the recommended plan.
26	Have you looked at the cost that is associated with the upgrading of alternate routes and back accesses to business that won't have the direct Yellowhead Trail access that they had before?	<p>All of those costs are included in the estimate for the project. The upgrades are included.</p> <p>Upgrades to 123 Avenue, 124 Avenue and 128 Avenue are required to accommodate the diversion of traffic. Looking at upgrading intersection configurations, re-striping of lanes, building sidewalks, and improving turns for trucks.</p>
27	How much time is being saved with all the modifications, please provide a detailed explanation with how much time is being saved with each single improvement for the corridor and intersections/ interchanges	<p>This information is complicated to provide as the travel time savings with each improvement vary by time of day. Overall the conversion of Yellowhead Trail to a freeway is expected to generate between 5 and 7 minutes of travel time savings for vehicles. The travel time savings are greatest during peak hours and slightly less during off peak hours (due to the lower traffic volumes).</p> <p>Each improvement to the corridor will provide incremental travel time savings for those driving Yellowhead Trail. However, the improvements to Yellowhead Trail will also benefit the surrounding road network by taking pressure off some of the parallel avenues.</p>
28	At what point can we expect some sort of estimates as to what is the impact of moving ahead with this will be with regards to cost?	The estimated cost of improving Yellowhead Trail at 149 Street is \$245.75 million. This includes \$148 million in land costs, \$85 million for construction, and \$12.75 million for engineering and design.
29	Is there any other solution other than building another interchange 6 blocks from the 156 St interchange?	Achieving a free-flowing facility requires certain standards to be met, including the spacing of interchanges and distances between

		subsequent entrances and exits. Building an interchange at 149 Street is possible (a partially directional interchange), but not desirable. Through this planning study, the recommendation was to build a freeway configuration without the construction of an interchange - rather the plan calls for the construction of one-way service roads paralleling Yellowhead Trail.
30	Why is this the spot that we are going to target and not another spot?	Strategy for Yellowhead Trail includes lower cost improvements in Stage 1. It is approximately \$24M of solutions to deal with the solutions. Stages 2-5 are more costly that will take longer to do when/if funding becomes available.