



# 142 STREET PLANNING STUDY

## 118 AVENUE TO YELLOWHEAD TRAIL

June 2014

142 STREET PLANNING STUDY  
OPEN HOUSE  
DOVERCOURT COMMUNITY LEAGUE  
13510 DOVERCOURT AVENUE  
MAY 7, 2014, 4:00 - 8:00 P.M.

## WHAT WE HEARD

### About the Project

The City of Edmonton is finalizing a long-term plan for 142 Street between 118 Avenue and Yellowhead Trail in preparation for road reconstruction scheduled for 2015.

Road reconstruction will include the complete removal and reconstruction of road surfaces, curbs and gutters, and streetlights.

The main goal of the project is to improve the overall road condition; however, the project team was able to also review the long-term needs of the corridor through the development of a concept plan.

### Comment Form Feedback

89 Comment forms were received. Note: not all respondents completed each question.

The majority of survey respondents are area residents (60.6%), with 32.5 percent indicating they are area property owners and 60.6 percent noting they use the corridor as a commuter. A small number of respondents either own or operate a business (4.6%) or are an employee of a business (12.6%) in the study area. (Respondents were asked to check all the responses that apply to them). Nearly 72 percent of respondents are first time participants of this public engagement process.

**Note:** In this report, Supportive includes both 4 (Supportive) or 5 (Very Supportive) and Not Supportive includes 1 (Not at All Supportive) and 2 (Not Supportive). Three (3) is considered Neutral.

### West Sidewalk

Over 76 percent of respondents noted they were supportive of improving pedestrian connections along 142 Street, particularly to transit stops.

Respondents were, however, split on whether the sidewalk on the west side needs to be continuous from Yellowhead Trail to 118 Avenue. When asked to identify level of support for a full sidewalk on the west side at the expense of one southbound lane from 120 Avenue to 124 Avenue, responses showed 55.5% are Not Supportive and 33.3 percent are Supportive. Another 11.1 percent are Neutral. When asked if they support sidewalk connections from intersections to bus stops, 30.3 percent of those who responded are Not Supportive with 49.3 percent Supportive. These statistics are also representative of the respondents' support for Concept 1 (full sidewalk) and Concept 2 (sidewalk connectors).



### Shared-use Path

Respondents are nearly evenly split on their preference for the shared-use path to run on the east or west side of the EPCOR site. Thirty-five percent (35.0%) of respondents indicated they



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support the shared-use path between EPCOR and 142 Street with an additional thirty-five percent (35.8%) who prefer the route through the alley along the east side of the EPCOR site. Nearly 50 percent (48.75%) are Not Supportive of the direct route through on the west side of the side. Similarly, forty-six percent (46.9%) are Not Supportive of the route along the east of the site. The majority who commented on this element indicated the path should run between the EPCOR site and 142 Street as they believe that commuters will travel the most direct route regardless of whether the path is constructed there or not.

There is also support to extend the shared-use path south to 111 Avenue, as well as through to Coronation Park.



### Concept 1

Concept 1 (three traffic lane, full sidewalk) received mixed views, with those who are Not Supportive having a majority (58.1%) over those who are Supportive (31.0%). Twelve percent of respondents are Neutral about this option.

Those who are Not Supportive of Concept 1 believe the focus in the corridor should remain on vehicular traffic and indicate that additional traffic congestion and bottlenecks are key concerns. Respondents believe the amount of vehicles that use this corridor does not warrant a lane removal and the amount of vehicles versus pedestrian or cyclist traffic should be a clear indicator of this. It was also noted that a lane reduction would negatively impact large truck movements on this designated truck route.

Those who are Supportive note Concept 1 ties into the future vision for 149 Street/Yellowhead Trail, a full sidewalk on the west is needed to support pedestrians, the shared-use path provides appropriate accommodation for cyclists, space is provided for snow removal, and that the option is a good use of space overall. Many respondents were supportive of the City plans to consider the needs and safety of all road users including pedestrians, cyclists and transit users.

### Concept 2

Concept 2 (four traffic lanes, sidewalk connectors) received 51.4 percent support, with only 25 percent noting Not Supportive. However, an additional 23.5 percent were Neutral on this option. Those who are Supportive highlight the four traffic lanes as the determining factor, noting that traffic will move better and that roadway capacity will be maintained. Some respondents indicate that the shared-use path provides pedestrian accommodation on the east side and additional accommodation is not required on the west.

Those who are Not Supportive, note they prefer increased accessibility for pedestrians and that bus stop connector sidewalks simply assume where people want to walk. Some comments from those who are Not Supportive indicate that this option doesn't go far enough to satisfy the needs of all users, while those who are Supportive consider removing a southbound lane of traffic from 120



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Avenue to 124 Avenue (as per Concept 1) a “dumb idea”.

Many suggested reducing the green space on the east side of the corridor to be able to accommodate all four lanes of traffic, a shared-use path on the east and a full sidewalk on the west. Others suggest that the City work with EPCOR to adjust the location of the wall so that a traffic lane not be removed at the intersection.

### Proposed Improvements

Overall, 77.3 percent of respondents are Supportive of the shared-used path through the green space from 118 Avenue to Yellowhead trail. Eighty-six percent (86.2%) are Supportive of the proposed new sign to provide clearer lane direction for the northbound right turn from 142 Street onto Yellowhead Trail. Pavement resurfacing is supported by 91.35 percent of respondents, with 64.7 percent Supportive of the dedicated southbound left turn signal at 118 Avenue. Sixty-one percent (61.6%) support the cyclist accommodation using the shared-use path, with seventy-six percent (76.1%) in favour of the improved pedestrian connections to bus stops.

### Conclusion

Overall, while there are mixed views on which concept (1 or 2) would provide the best solution for 142 Street between 118 Avenue and Yellowhead Trail, the majority of respondents favour a Concept 2. Comparatively, 31 percent are Supportive of Concept 1 and 51.5 percent are Supportive of Concept 2. An additional 58.1 percent are Not Supportive of Concept 1, with only 25 percent Not Supportive of Concept 2.

A few respondents suggested the lane and sidewalk configuration of the study area should remain as it is currently and that only roadway resurfacing is required.



### WHAT'S UP NEXT

Both concepts will be presented to the City's Transportation Committee on June 5, 2014 with a recommendation.

Once the recommendation is finalized, the plan will advance to the next stages of design.

Implementation will be done in stages starting with pavement renewal in 2015.

### For Project Updates Visit

[www.edmonton.ca/142StreetPlanning](http://www.edmonton.ca/142StreetPlanning)

### For More Information Contact

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