



# 142 STREET PLANNING STUDY

## PROJECT UPDATE

MAY 2014

### 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.

A recent City arterial road pavement condition evaluation found this segment of 142 Street to be one of the poorest roads in Edmonton and therefore a high priority for reconstruction.

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

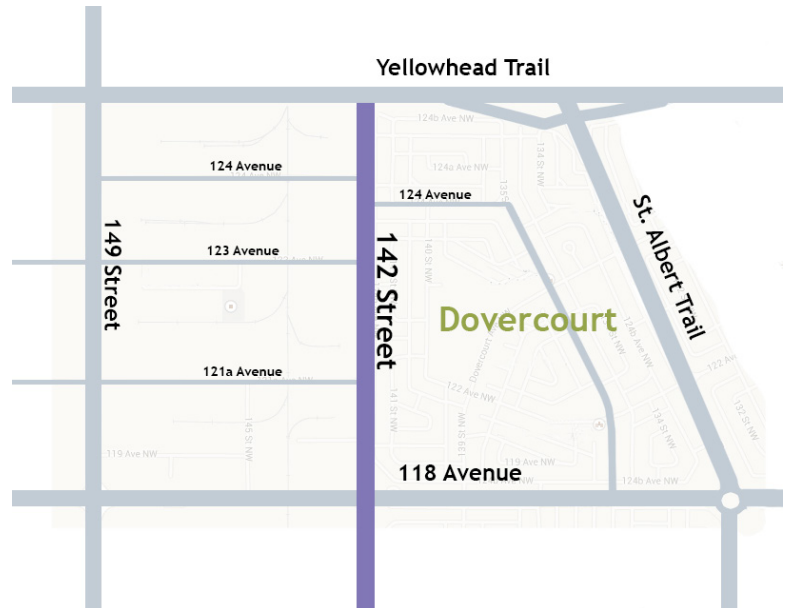
The main goal of the project is to improve the overall road condition; however, the project team was able to also review the long-term needs of the corridor through the development of a concept plan. The concept planning study also provided the opportunity for public consultation to test the Complete Streets Guidelines on an arterial renewal project.

Find out more about Complete Streets at:  
[edmonton.ca/CompleteStreets](http://edmonton.ca/CompleteStreets)

Through a significant public involvement process, two concept plans have been developed. A lane reduction and modifications to the 118 Avenue and 142 Street intersection are being considered. If implemented, these changes could affect traffic flow in the area.

The options also feature a number of improvements to the corridor including:

- Eliminating potholes
- Adding a southbound left turning light at 118 Avenue
- Adding connections to bus stops
- Adding a new shared-use path
- Adding a right turn sign at Yellowhead Trail



### Project Evaluation Criteria

The 142 Street concept plan balances a number of competing and challenging criteria, resulting in some design trade-offs.

The long-term concept plan for this study area must:

- Consider all methods of travel including pedestrians, cyclists and transit
- Tie into other area plans (Yellowhead Trail Strategic Plan)
- Meet the needs of relevant City policies (Edmonton's Strategic Plan, *The Way Ahead*, Transportation Master Plan, *The Way We Move*, Complete Streets Guidelines, Active Transportation Policy, Sidewalk Strategy)
- Accommodate the 2015 reconstruction

Planning considerations for the study area include:

- It is a designated truck route and an important commuter corridor.
- It is part of the City's Bicycle Transportation Network connecting south and west Edmonton with the downtown, the river valley system and eventually, the City of St. Albert.



# 142 STREET PLANNING STUDY

## 118 AVENUE TO YELLOWHEAD TRAIL



- Although lacking in sidewalk and trail connections, it is a pedestrian corridor and transit route.
- It is bordered on the west by the Dominion Industrial area and Dovercourt community on the east.
- 142 Street is located in a mature neighbourhood and it will become a right in, right out at Yellowhead Trail. Therefore, peak hours and daily traffic volumes are anticipated to remain constant over the next several decades.

Constraints for the project include:

- Existing trees along the east side of 142 Street
- Overhead utilities along the west side of 142 Street
- EPCOR's site (Woodcroft Substation) at the northeast corner of 118 Avenue / 142 Street
- West property lines are close to the existing curbline

### Proposed Options

The City of Edmonton has developed two concepts for 142 Street.

Highlights of each plan include:

#### Concept 1

- Shared-use path on the east side
- Full sidewalk with boulevard on the west side
- Modifications to the 142 Street/118 Avenue intersection
- Proposed new sign for northbound right-turn onto Yellowhead Trail to address operational issues
- Two northbound and one southbound lane between 120 Avenue and 124 Avenue
- Southbound left turning light at 118 Avenue

#### Concept 2

- Shared-use path on the east side in green space
- Transit connectors, no full sidewalks
- Modifications to the 142 Street/118 Avenue intersection
- Proposed new sign for northbound right-turn onto Yellowhead Trail to address operational issues
- Two northbound and two southbound lanes
- Left turn light southbound at 118 Avenue

### Traffic Impacts

Traffic volumes are 12,000 vehicles per day along this portion of 142 Street, which is relatively low. The proposed traffic lane reduction is expected to minimally increase delay, particularly at the 118 Avenue intersection. These delays are expected to be alleviated by the addition of a southbound left turn signal at the intersection.

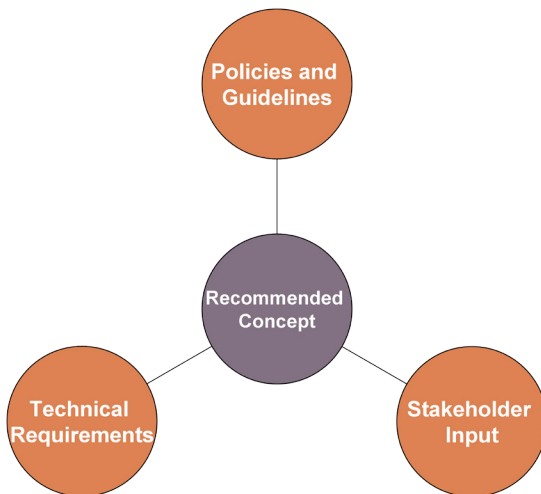


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## 118 AVENUE TO YELLOWHEAD TRAIL

### How Was the Public Involved?

Feedback from public involvement is a key factor in our decision making process. Your input is balanced against technical considerations, policy and funding to develop a concept plan.



Over the past several months, the public has provided valuable input into the planning process by informing the project team about issues, concerns and opportunities in the study area.

Input was received through a variety of means including:

- Interviews with industry, associations, and interested property and business owners (November 2013)
- A public survey (November/December 2013)
- Workshops with a stakeholder input group (February/March 2014)

Through the process we heard comments ranging from the need to improve roadway maintenance to improving walkability in the area.

The messages heard most often:

- Access issues
- Traffic concerns
- Pedestrian and cyclist accommodation
- Improvements needed to access bus stops
- Maintenance (potholes, snow removal)
- Environmental concerns

The stakeholder input group worked with the project team to review and evaluate options, helping them develop the two options.

All comments were considered by the project team in realizing the options.





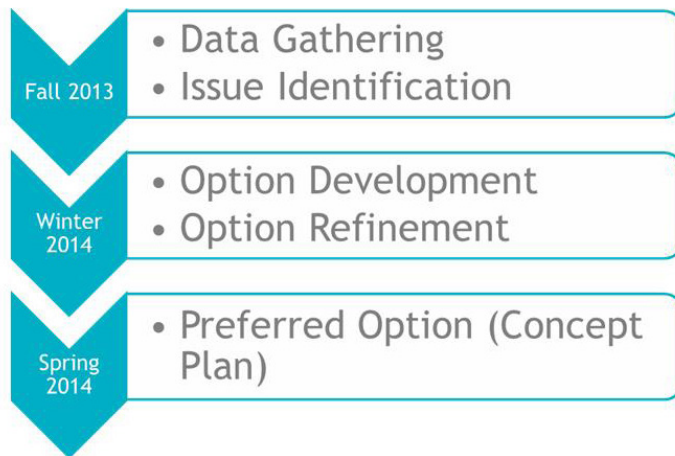


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## 118 AVENUE TO YELLOWHEAD TRAIL

### Where We Are Today

The study was initiated in fall 2013 with data gathering and issue identification. Meetings were held with stakeholder groups including the Dovercourt Community League executive, interested businesses, and cycling and trucking advocates.



### For Project Updates Visit:

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

### For More Information Contact:

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Call: 780-442-4529

An online survey was conducted in November and December of 2013 to gain further insight into issues along the corridor.

Interested members of the community and local businesses and industry representatives volunteered to help the City with option development and refinement. This process began in January 2014.

The May 7 open house and online survey will mark the end of the option development phase.

To finalize the study, the project team will present both concepts to Transportation Committee, along with a summary of the public's feedback in June 2014.

Implementation of the recommended concept plan may occur in stages, starting with pavement renewal in 2015.