

THE WAY WE MOVE

142 STREET PLANNING STUDY 118 AVENUE TO YELLOWHEAD TRAIL

Open House
May 7, 2014

TRANSFORMING | EDMONTON

BRINGING OUR CITY VISION TO LIFE



PROJECT PURPOSE

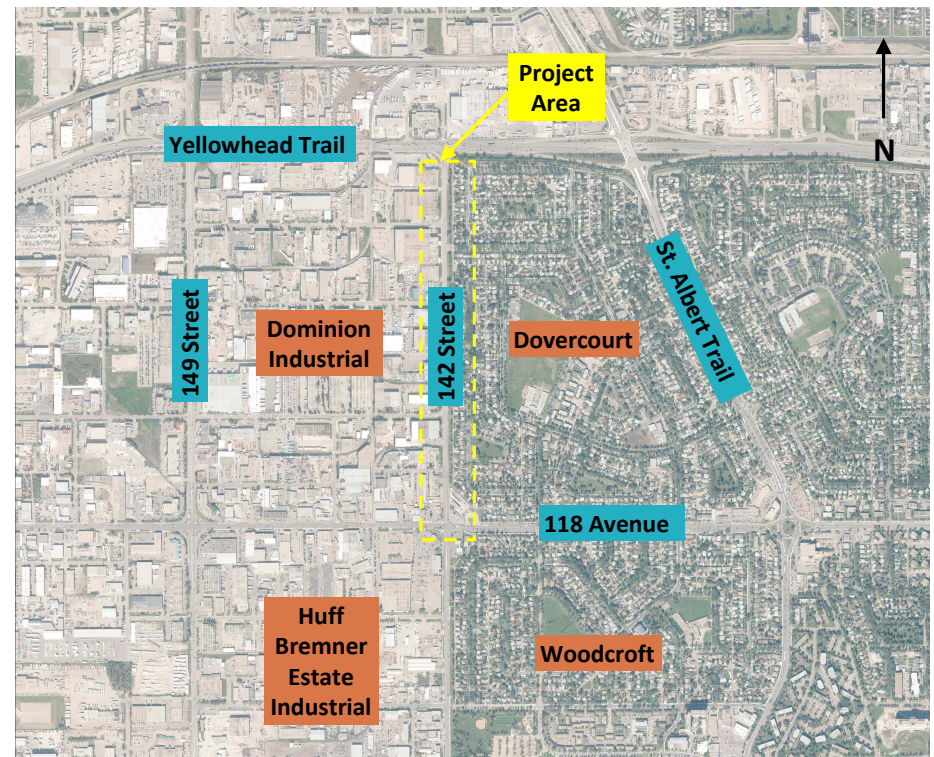
142 Street, from 118 Avenue to Yellowhead Trail, is scheduled for road rehabilitation in 2015. The main objective is to improve the road condition.

The long term needs of the corridor are also being considered. A concept plan is being developed that:

- Considers all methods of travel
 - Cars
 - Cycling
 - Walking
 - Transit
 - Trucks
- Considers future plans for adjacent areas including:
 - Yellowhead Trail / 149 Street
 - Future shared-use path south of 118 Avenue

TONIGHT'S PURPOSE

- To present two long-term concept plans for 142 Street
- To provide information and answer your questions
- To gather your feedback about the concept plans



PROJECT TIMELINE

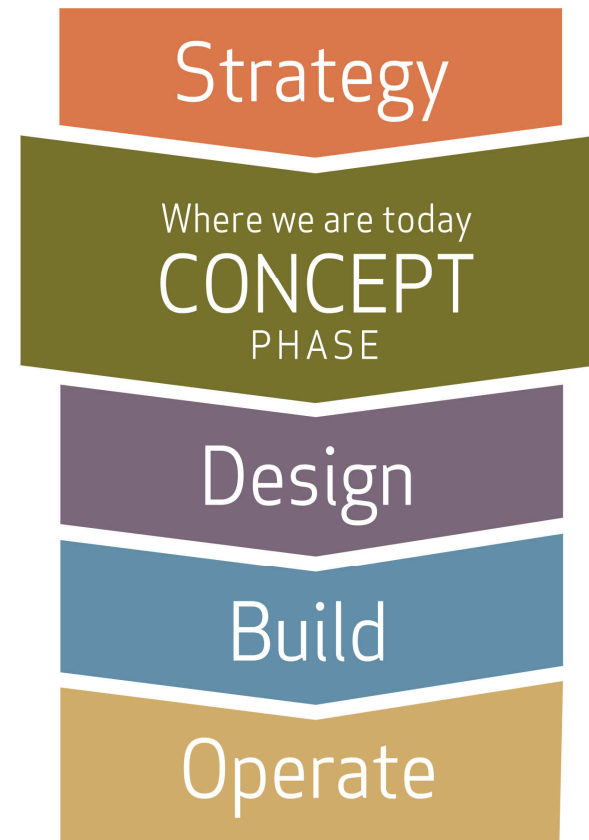
The City is at the concept-planning phase of the project.

Once approved, this study will set the stage for road reconstruction scheduled for 2015.

Implementation of this plan may occur in stages starting with pavement renewal in 2015.

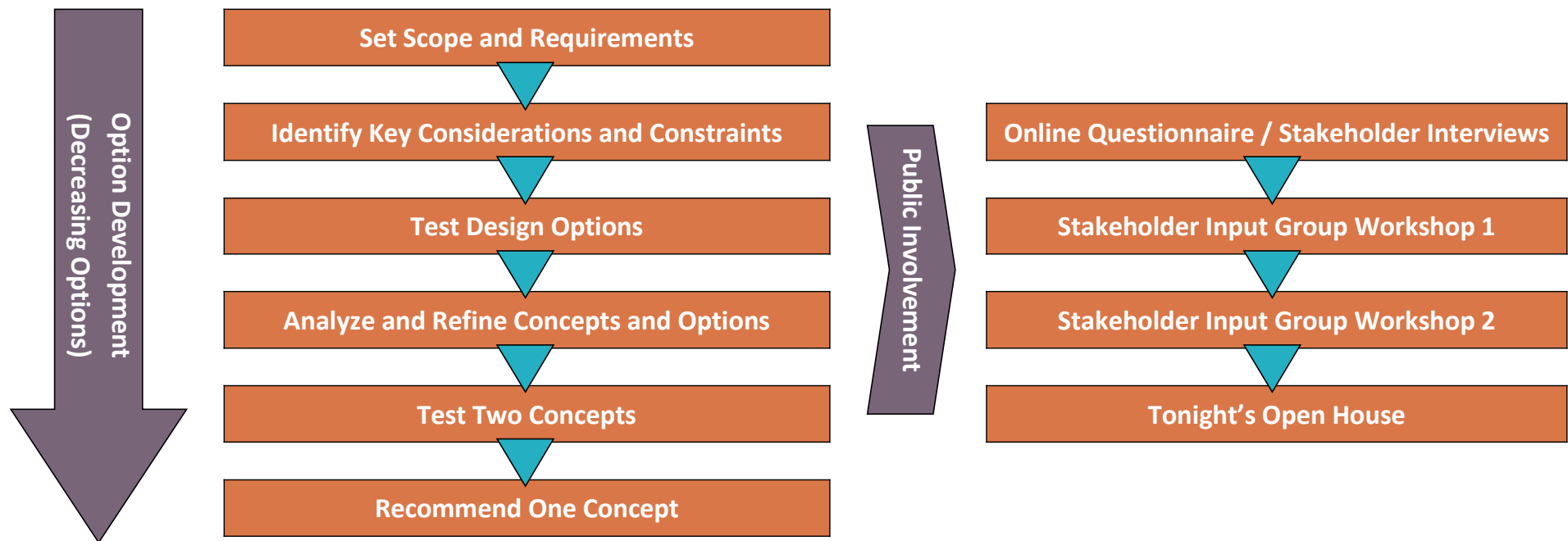
PROJECT DATES

- | | |
|-----------------------|--------------------------|
| • Public Involvement | November 2013 – May 2014 |
| • Option Development | December 2013 – May 2014 |
| • Finalize Concept | June 2014 |
| • Construction Begins | Starting Summer 2015 |



PROJECT PROCESS

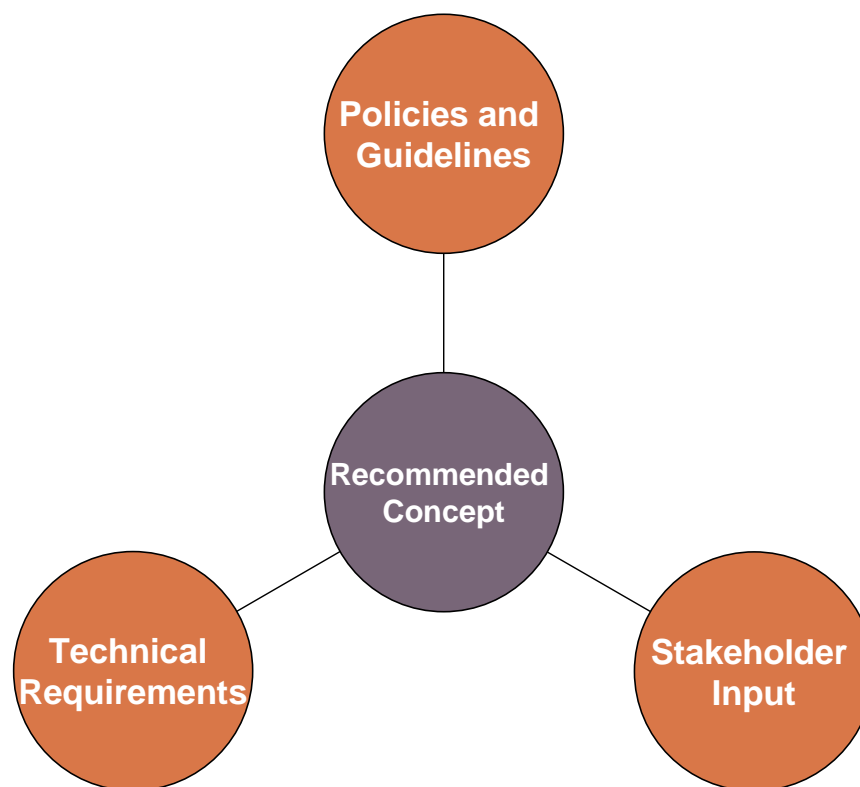
A detailed process is being undertaken to recommend a concept for 142 Street.



HOW WE CHOOSE A CONCEPT

Public input is considered together with technical requirements and City policies to inform the development of the concept plan.

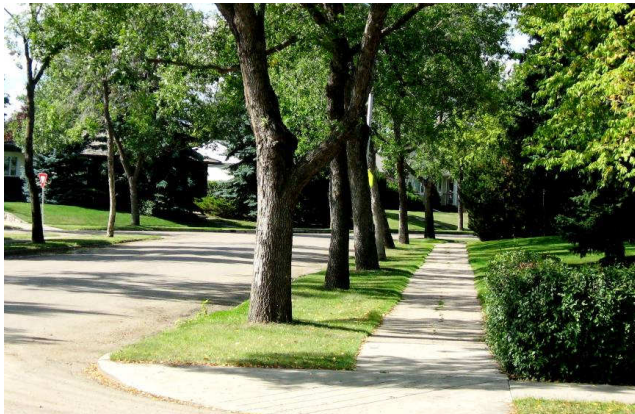
The project team will recommend one plan that best balances the concerns of stakeholders, technical requirements and the City's policies.



POLICIES

The 142 Street planning study follows the desired outcomes of several City Policies, including:

- The Way Ahead
- The Way We Move
- Active Transportation Policy
- Bicycle Transportation Plan
- Sidewalk Strategy



COMPLETE STREETS

142 Street is being planned using the Complete Streets Guidelines. Adopted in May 2013, the guidelines encourage a flexible approach to designing roads by:

- Considering the area around the street
- Considering all users



For more information: www.edmonton.ca/completestreets

KEY CONSIDERATIONS

The concept plan for 142 Street must consider all methods of travel:

- **Cars** because it is a commuter corridor
- **Cyclists** because it is part of the City's Bicycle Transportation Plan
- **Walking** because it is a pedestrian corridor with no sidewalks at present
- **Buses** because it is a transit route
- **Trucks** because it is a designated truck route

The concept plan must also consider the **Yellowhead Trail / 149 Street Plan**:

The plan includes converting 142 Street into a right-in/right-out and removing the double right turn.



No Sidewalks



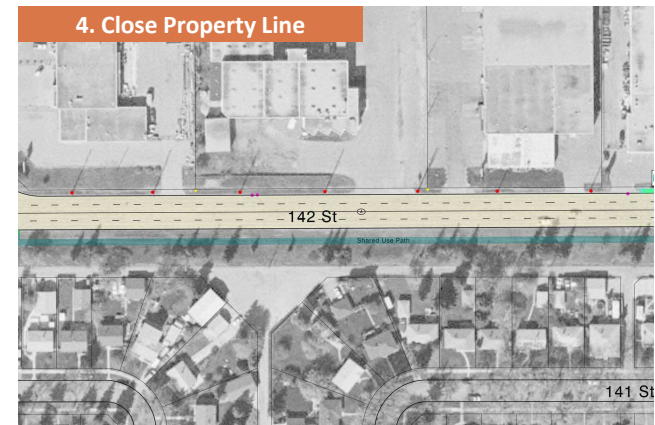
Bus Stop Without Connector



CONSTRAINTS

Constraints for the project include:

1. Existing trees along the east side of 142 Street
2. Utility poles along the west side of 142 Street
3. EPCOR's site (Woodcroft Substation) at the northeast corner of 118 Avenue / 142 Street
4. West property line is close to the existing curbline



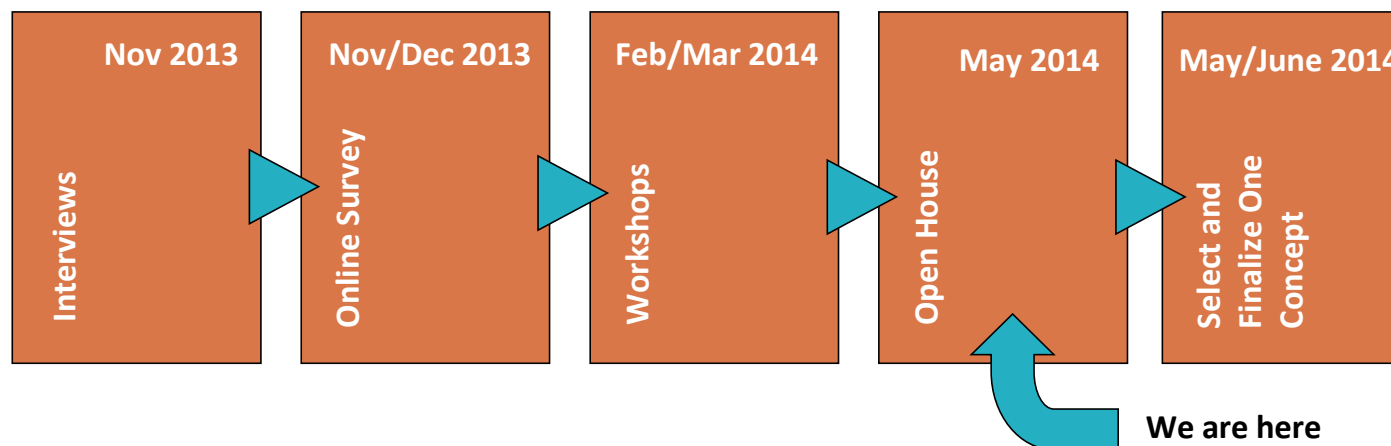
PUBLIC INVOLVEMENT PROCESS

The public provided valuable input into the development of the concept plans by informing the project team about issues, concerns and opportunities in the study area.

The public now has an opportunity to provide input about the two proposed concepts.

The public has had these opportunities to provide input:

- **Interviews** with local property/business owners and industry associations (November 2013)
- An **online survey** with 151 responses (November/December 2013)
- Two **stakeholder workshops** (February/March 2014)



ISSUE IDENTIFICATION

Six key themes emerged from stakeholder interviews and survey responses.

WHAT STAKEHOLDERS SAID MOST OFTEN	PROJECT TEAM'S RESPONSE	PROJECT TEAM'S DECISION
Access		
<ul style="list-style-type: none"> Value 142 Street to access businesses 	<ul style="list-style-type: none"> Agreed: accesses will be retained and reconstructed; truck accommodation included 	<ul style="list-style-type: none"> Included in concepts
<ul style="list-style-type: none"> Desire to retain (improve) 124 Avenue access into Dovercourt 	<ul style="list-style-type: none"> Acknowledged: access will be retained. Concept 1 may increase delay at access 	<ul style="list-style-type: none"> Included in concepts
<ul style="list-style-type: none"> Concern about shortcutting through Dovercourt 	<ul style="list-style-type: none"> Noted: shortcutting will not be changed or resolved in the study 	<ul style="list-style-type: none"> Out of scope
<ul style="list-style-type: none"> Close 142 Street access from Yellowhead Trail to improve traffic flow 	<ul style="list-style-type: none"> Acknowledged: long term Yellowhead Trail / 149 Street Plan will restrict 142 Street to right-in / right-out 	<ul style="list-style-type: none"> Out of scope
<ul style="list-style-type: none"> Don't close 142 Street at Yellowhead Trail 	<ul style="list-style-type: none"> Noted: access will not be changed in the short term, but will be changed in the long term 	<ul style="list-style-type: none"> No change to access in short term
Pedestrians and Cyclists		
<ul style="list-style-type: none"> General opposition to on-street bike lanes and support of shared-use path through green space 	<ul style="list-style-type: none"> Acknowledged: concepts accommodate cyclists using shared-use path 	<ul style="list-style-type: none"> Shared-use path included in concepts; no on-street bike lanes
<ul style="list-style-type: none"> Concern about no sidewalks; desire for more 	<ul style="list-style-type: none"> Agreed: the concepts include sidewalks and a shared-use path 	<ul style="list-style-type: none"> Shared-use path included in concepts
<ul style="list-style-type: none"> Concern about crosswalks along 142 Street and Yellowhead Trail 	<ul style="list-style-type: none"> Acknowledged: Concerns will be discussed with Transportation Operations 	<ul style="list-style-type: none"> Boulevard sidewalk in Concept 1 and sidewalk connections in Concept 2 No change in short term; painted crosswalks can be installed if warranted
Bus Service		
<ul style="list-style-type: none"> Desire to improve transit 	<ul style="list-style-type: none"> Agreed: sidewalk and shared-use path connections in concepts 	<ul style="list-style-type: none"> Shared-use path included in concepts
<ul style="list-style-type: none"> Create bus bays 	<ul style="list-style-type: none"> Noted: bus bays are not preferred due to difficulty re-entering traffic flow 	<ul style="list-style-type: none"> Boulevard sidewalk in Concept 1 and sidewalk connections in Concept 2
<ul style="list-style-type: none"> Add bus shelters 	<ul style="list-style-type: none"> Agreed: shelters included at some locations; additional shelters may be added in future 	<ul style="list-style-type: none"> Not addressed Included in concepts
Environment		
<ul style="list-style-type: none"> Desire to retain green space along east side 	<ul style="list-style-type: none"> Agreed: green space to be retained 	<ul style="list-style-type: none"> Meandering shared-use path in concepts
<ul style="list-style-type: none"> Concerns about dog safety, suggest adding fencing 	<ul style="list-style-type: none"> Noted: fencing will not be included in the design, but the suggestion will be forwarded to Parks 	<ul style="list-style-type: none"> Out of scope
<ul style="list-style-type: none"> Preserve and add trees 	<ul style="list-style-type: none"> Acknowledged: trees will be protected and additional trees are possible in the boulevard pending funding 	<ul style="list-style-type: none"> Trees protected in concepts, room for trees in boulevard
<ul style="list-style-type: none"> Noise and exhaust from traffic 	<ul style="list-style-type: none"> Noted: additional noise mitigation or attenuation is not warranted in area 	<ul style="list-style-type: none"> Out of scope
Traffic		
<ul style="list-style-type: none"> Difficult left turns onto 142 Street from avenues to east and west 	<ul style="list-style-type: none"> Noted: delay is within acceptance criteria for City; delay may increase slightly in concepts 	<ul style="list-style-type: none"> Not addressed
<ul style="list-style-type: none"> Concern about northbound right turn onto Yellowhead Trail 	<ul style="list-style-type: none"> Agreed: A new sign is proposed 	<ul style="list-style-type: none"> Included in concepts
<ul style="list-style-type: none"> Speeding 	<ul style="list-style-type: none"> Noted: no traffic calming measures planned; Concept 1 may reduce speed 	<ul style="list-style-type: none"> Out of scope
<ul style="list-style-type: none"> Lots of trucks (dust, pollution, damage road surface) 	<ul style="list-style-type: none"> Noted: 142 Street is a designated truck route 	<ul style="list-style-type: none"> Not addressed
<ul style="list-style-type: none"> Maintain number of lanes; required to facilitate large truck movements 	<ul style="list-style-type: none"> Acknowledged: trucks movements accommodated in concepts 	<ul style="list-style-type: none"> Trucks accommodated in concepts
Maintenance		
<ul style="list-style-type: none"> Poor road condition 	<ul style="list-style-type: none"> Agreed: Pavement will be rehabilitated in 2015 	<ul style="list-style-type: none"> Included in concepts
<ul style="list-style-type: none"> Lack of proper snow removal (windrows make walking difficult) 	<ul style="list-style-type: none"> Noted: concern will be relayed to Maintenance Group; snow storage considered in plan development 	<ul style="list-style-type: none"> Concept 1 includes boulevard space on both sides; Concept 2 also includes space for snow storage
<ul style="list-style-type: none"> Flooding/drainage issues during high rain 	<ul style="list-style-type: none"> Acknowledged: concerned has been relayed to Drainage group 	<ul style="list-style-type: none"> Drainage improvements in future (off-site storage)

TESTING DESIGN OPTIONS

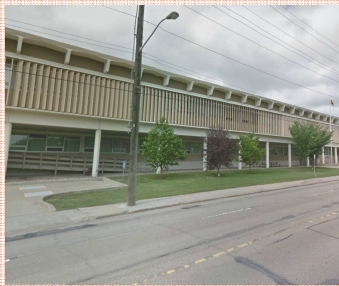
Sidewalk and shared-use path options were tested with stakeholders at Workshop 2. The Project Team carried forward two sidewalk options and one shared-use path option. The decision was based on public input, policy and technical requirements.

SIDEWALK OPTIONS (WEST SIDE)

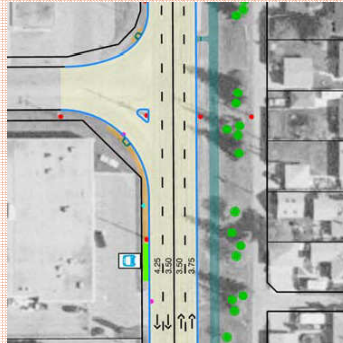
Boulevard Sidewalk



Curblin Sidewalk



Sidewalk Connectors



Benefits

- Best accommodates pedestrians along west side
- Best access to businesses
- Better snow storage over curblin walk
- Possible landscaping in boulevard
- Improves pedestrian accessibility over existing
- Improves pedestrian access to bus stops over existing
- Keeps two southbound lanes

Trade-Offs

- Removes one southbound lane between 120 Avenue and 124 Avenue
- Not accessible for all users
- Utility poles within sidewalk
- Limits snow storage
- Discontinuous pedestrian access along west side
- Crossing 142 Street more often

Project Team Decision

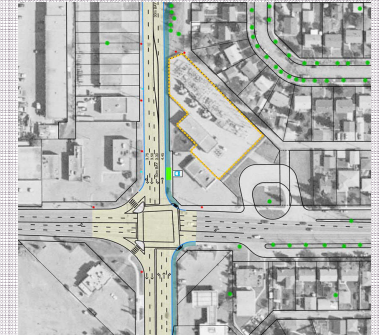
- Included in Concept 1
- Not carried forward
- Included in Concept 2

SHARED-USE PATH OPTIONS (EAST SIDE)

Alley East of EPCOR's Site



West of EPCOR's Site



Benefits

- Improves pedestrian and cyclist accessibility over existing
- No change to 118 Avenue intersection
- Ties into future shared-use path south of 118 Avenue
- Directly accommodates pedestrians and cyclists along east side
- Ties into future shared-use path south of 118 Avenue

Trade-Offs

- Not as direct for users
- Requires lighting
- Possible safety issues
- Removes one northbound lane at 118 Avenue intersection

Project Team Decision

- Not carried forward
- Included in Concept 1 and 2

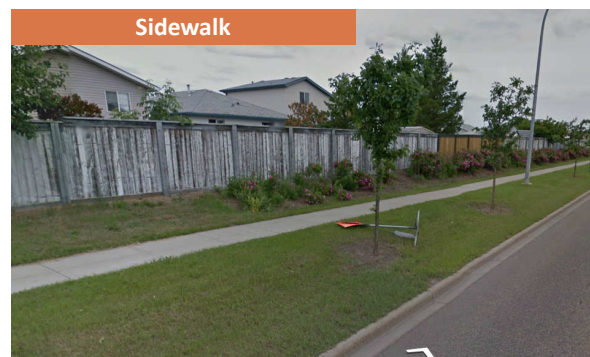
IMPROVEMENTS ARE COMING!

Planned Improvements:

- Pavement rehabilitation in 2015 to address potholes and poor surface condition

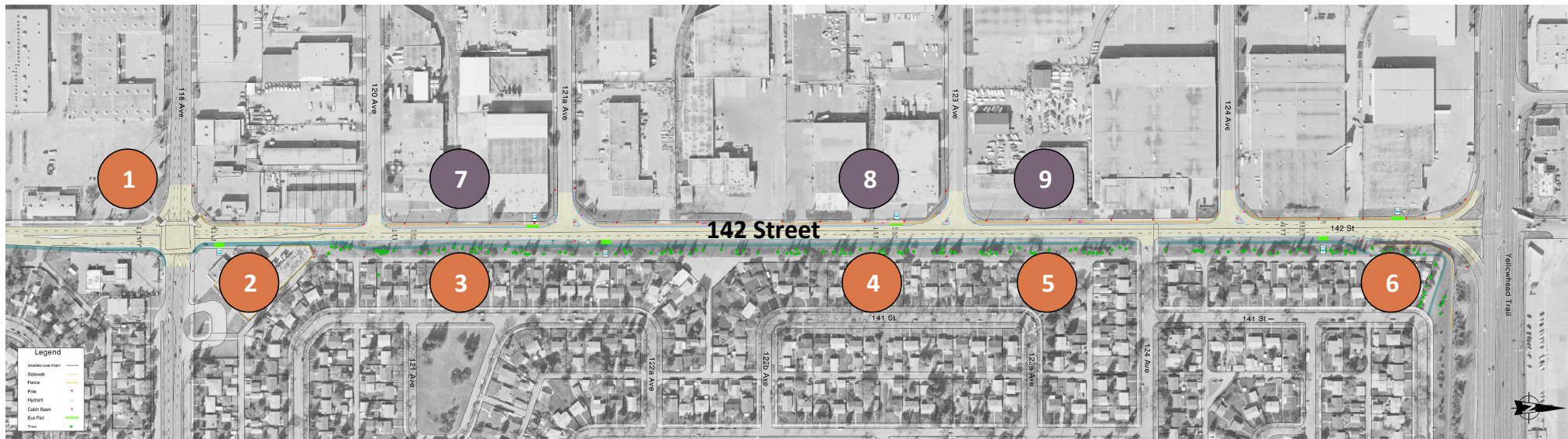
Proposed Improvements:

- Shared-use path through green space east of 142 Street, from 118 Avenue to Yellowhead Trail
- Sidewalk or sidewalk connections along the west side of 142 Street
- Dedicated southbound left-turn signal at 118 Avenue
- Sign to provide clearer lane direction for northbound right turn onto Yellowhead Trail
- Future drainage improvements



Source: Google Maps

CONCEPT 1 DESIGN HIGHLIGHTS



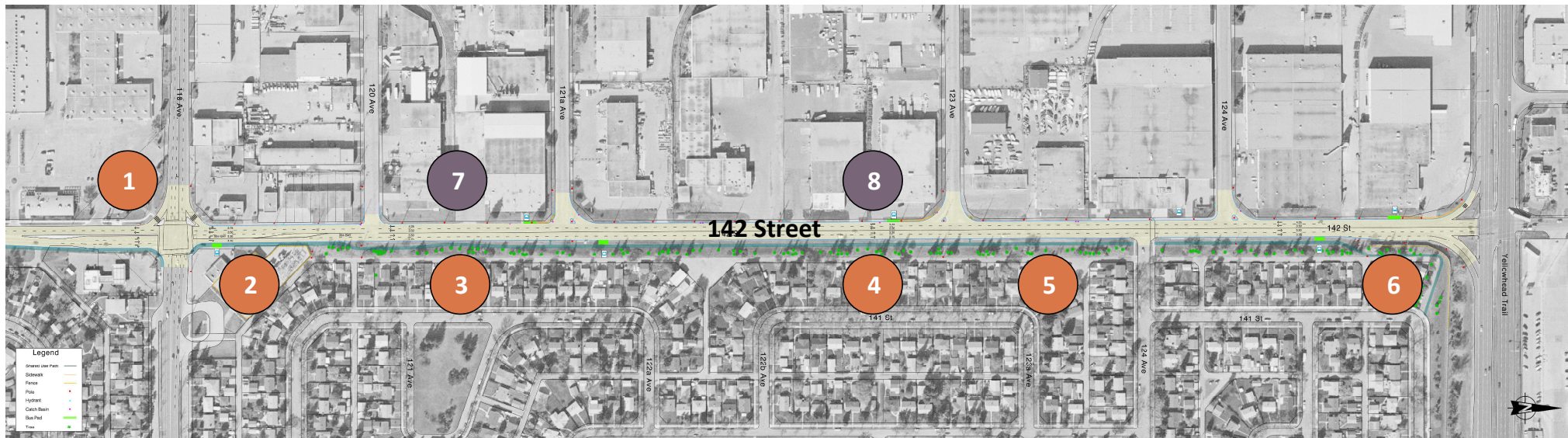
Design Highlights Common to Concepts 1 and 2

1. One northbound lane through 118 Avenue intersection and dedicated southbound left turn signal
2. Shared-use path between 142 Street and EPCOR's site
3. Two northbound lanes (same as today)
4. Shared-use path on east side that meanders around trees
5. Potential for additional landscaping on the east side
6. Proposed new sign for northbound right turn onto Yellowhead

Design Highlights Unique to Concept 1

7. Continuous boulevard sidewalk clear of utility poles
8. One southbound lane
9. Potential for additional landscaping in the boulevard on the west side

CONCEPT 2 DESIGN HIGHLIGHTS



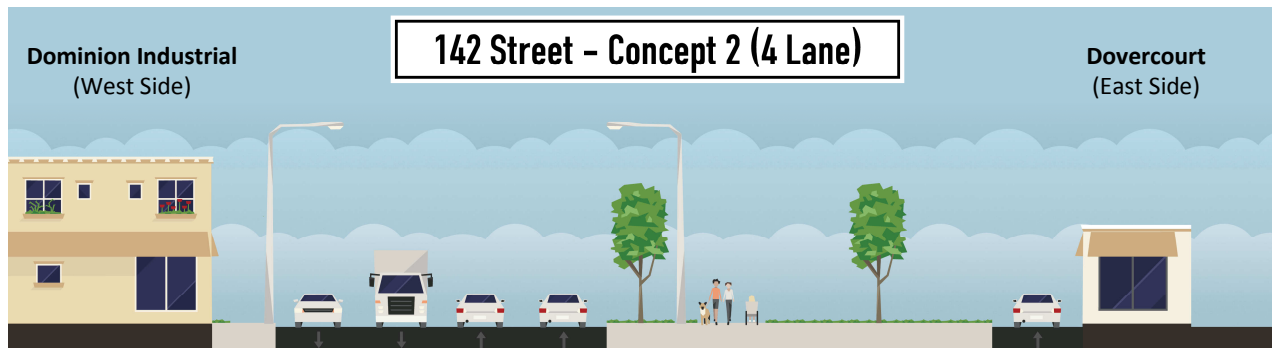
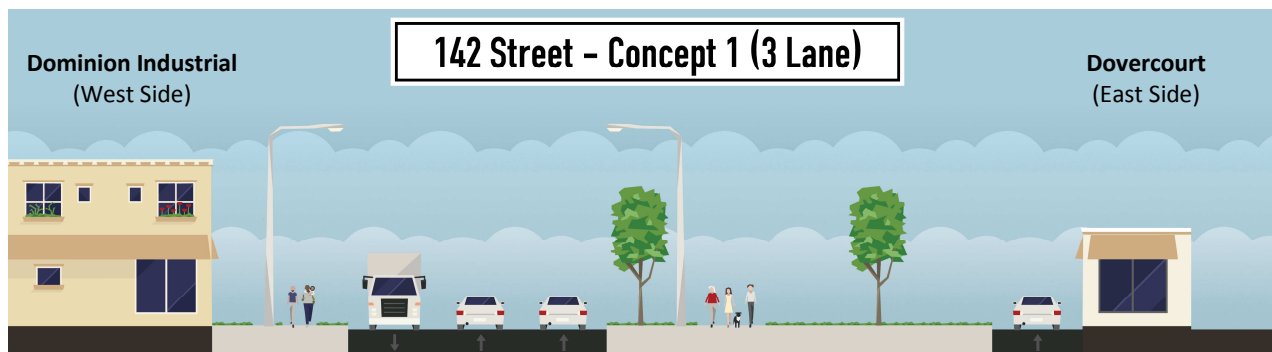
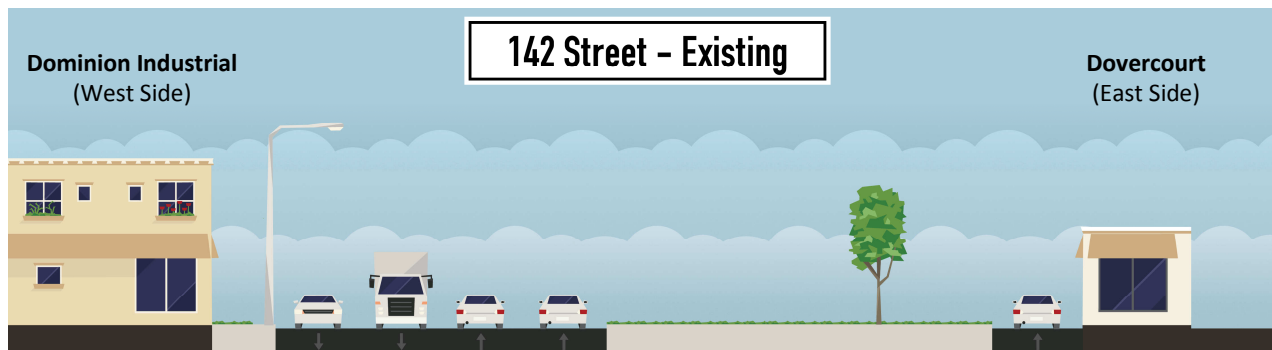
Design Highlights Common to Concepts 1 and 2

1. One northbound lane through 118 Avenue intersection and dedicated southbound left turn signal
2. Shared-use path between 142 Street and EPCOR's site
3. Two northbound lanes (same as today)
4. Shared-use path on east side that meanders around trees
5. Potential for additional landscaping on the east side
6. Proposed new sign for northbound right turn onto Yellowhead

Design Highlights Unique to Concept 2

7. Two southbound lanes (same as today)
8. Sidewalk connections to bus stops on west side (not continuous sidewalk)

CROSS-SECTIONS





TRAFFIC DEMAND

The traffic volumes along 142 Street are:

- 12,000 vpd* (existing)
- 12,000 to 14,000 vpd (projected)

Compared to other 4-lane roads within the City, the volumes are relatively low:

- 30,000 to 40,000 vpd: St. Albert Tr (south of Yellowhead Tr)
- 22,000 to 26,000 vpd: 149 St (south of Yellowhead Tr)
- 21,000 to 28,000 vpd: 107 Ave (east of 156 St)

*vpd = vehicles per day

TRAFFIC IMPACTS

With one northbound lane through the 118 Avenue intersection, as shown in Concepts 1 and 2, the corridor is still anticipated to operate within City requirements.

The reduction of one southbound lane may also marginally increase delay, but it will still be within acceptable limits.

Signal modification at 118 Avenue will be required to alleviate potential delays related to lane modifications.

A southbound left turn signal phase will be added.

CONCEPT EVALUATION

CRITERIA	CONCEPT 1	CONCEPT 2	RECONSTRUCT WITHOUT CHANGES (For Comparison Purposes Only)
Public Input			
Car Accommodation			
Bicycle Accommodation			
Pedestrian Accommodation			
Bus Rider Accommodation			
Truck Accommodation			
Meets Renewal Budget			
Lifecycle and Maintenance Costs			
Appearance			

Legend: Does Not Meet Criteria Best Meets Criteria

NEXT STEPS

1. Further refine concepts.
2. Present both concepts to the City's Transportation Committee.
3. Based on Transportation Committee's comments, refine one concept as the recommended option.
4. Forward the recommended option to detailed design.
5. Implementation in stages starting with pavement renewal in 2015.



THANK YOU FOR ATTENDING!

Let us know what you think!

Leave your comments on sticky notes or fill out a comment form tonight or online until May 21, 2014.

Speak at Transportation Committee

The public is invited to speak when the project is presented to the City's Transportation Committee. A date has not yet been confirmed. For updates, please sign up to be part our mailing list or visit our website.

For project updates, visit us online at:
www.edmonton.ca/142StreetPlanning