

142 Street (118 Avenue to Yellowhead Trail) Concept Planning Study

Status Update and Recommendation

Recommendation:

That Concept 2 as outlined in Attachment 2 of the June 5, 2014, Transportation Services report CR_1299, be approved.

Report Summary

142 Street is scheduled for rehabilitation in 2015. In preparation for this renewal project and in light of recent Council-approved policies, a concept planning process including public engagement was conducted. Administration is recommending approval of a concept plan which provides a balance between stakeholder input and Council policy.

Previous Council/Committee Action

At the May 22, 2013, City Council meeting, the Complete Streets Policy C573 was approved as outlined in Sustainable Development report CR_46.

At the October 3, 2012, City Council meeting, the Optimization of the Transportation Network Policy C569 was approved as outlined in Transportation Services report 2012TS8753.

At the November 24, 2009, City Council meeting, the Active Transportation Policy C544 was approved as outlined in Transportation Services report 2009TD8497.

Report

The primary objective of the project is to improve the overall road condition, but by the nature of the work it provides an opportunity to review the current and long term needs for the corridor. The concept planning study provides an opportunity for public consultation and to test the Complete Streets Guidelines on an arterial renewal project. The concept planning study considers the needs of all modes of travel, integrates into the adjacent land use context, considers City of Edmonton policy direction, and optimizes the investment for the upcoming road renewal. This plan is being brought forward to Transportation Committee for approval as it is a Complete Streets pilot project. Administration is seeking direction on the interpretation and application of City Policy to transportation projects.

Background:

142 Street exists as a 4-lane undivided arterial road. It provides the buffer between the Dominion Industrial land uses on the west and the Dovercourt residential neighbourhood to the east. 142 Street is a 24 hour truck route currently utilized by

trucks, cars, and transit (current volumes are 12,000 vehicles per day). As a result of constraints between 149 Street and St. Albert Trail, the intersection of 142 Street at Yellowhead Trail is planned in the long term to be restricted to right-in/right-out access (no traffic signals, no left-turns).

With no sidewalks on either side of 142 Street, pedestrians and transit users are not adequately accommodated. This section is used by pedestrian traffic as evidenced by well worn paths along both sides of 142 Street throughout the summer and winter. Based on feedback from the public the wide boulevard on the east side is also used as an off-leash dog park.

The Bicycle Transportation Plan identifies 142 Street as a future bicycle facility intended to connect south and west Edmonton with downtown, the river valley system and the City of St. Albert. No bicycle facility currently exists.

Option Development:

A number of possible roadway configurations were explored with this planning study. A number of constraints influence the options available for the corridor, including limited right-of-way and overhead utility poles on the west side and the Woodcroft Substation site at 118 Avenue / 142 Street. Two options have been developed to a concept level of detail; both consider all modes of travel. These options were recently brought to the public for input. Highlights of the two plans are shown in Attachments 1 and 2, and include:

Concept 1 (3-lane option) – See Attachment 1

This option provides accommodation for all modes of travel and includes a west-side sidewalk and an east-side shared-use path. In order to accommodate the west sidewalk, travel lanes are reduced from two lanes to one lane southbound. A traffic assessment indicates that current and future traffic can be accommodated with one southbound lane without a discernible impact to the overall travel time through the corridor.

Concept 2 (4-lane option) – See Attachment 2

This option provides an east-side shared-use path and two lanes of traffic southbound (same as existing). Curb line bus stop connector walks are added on the west side, but a continuous sidewalk is not possible with utility and property constraints.

An analysis of the different attributes of each option is provided with Attachment 3. Attachment 4 illustrates a comparison of the existing cross-section to the cross-sections proposed in Concept 1 and Concept 2.

Typically, recommendations are based on the best balance of technical analysis, policy alignment, and public input. In the case of the proposed options for 142 Street, an option does not exist that is completely favourable from all three perspectives.

- **Technical Analysis:** Concepts 1 and 2 are both technically feasible options.
- **Policy Alignment:** Concept 1 best aligns with recent Council-approved policies, including the Complete Streets Policy, the Active Transportation Policy, and the Optimization of the Transportation System Network Policy.
- **Public Input:** Both options pose concerns based on feedback from the public due to reduction in number of lanes. Concept 2 is more favorable to the public as it maintains two southbound lanes between 120 Avenue and 124 Avenue.

Based on technical analysis and policy alignment, Concept 1 provides a better solution, but results in a more polarized response from the public due to the perceived impacts resulting from the single southbound lane from 124 Avenue to 120 Avenue. As a result, Administration recommends that Concept 2 be carried forward as it provides a balance between stakeholder input and City policy.

Policy

The work completed so far on the 142 Street Concept Planning Study reflected on the following Council-approved policies for guidance:

- Complete Streets Policy (C573)
- Active Transportation Policy (C544)
- Optimization of the Transportation System Network Policy (C569)

Furthermore, the planning study has included consideration of the bicycle network outlined in the Bicycle Transportation Plan and supports the Walkability Strategy.

Corporate Outcomes

- The City of Edmonton has sustainable and accessible infrastructure.
- Edmontonians use public transit and active modes of transportation.
- Goods and services move efficiently.
- Edmontonians use facilities and services that promote healthy living.

Public Consultation

Feedback from public consultation guided the development of the concept plans by informing the project team about issues, concerns, and opportunities for the study area.

Concepts 1 and 2 were presented to stakeholders at a public open house on May 7, 2014. Feedback on these concepts did not provide clear indication of a strong preference for one option over the other. Concept 1 revealed polarized views from stakeholders, with almost equal numbers of respondents indicating support (41%) for this option as those who indicated non-support (47%). Concept 2 was less polarized with more respondents indicating support for this option (46%).

Budget/Financial Implications

The approved composite Arterial Rehabilitation Program (12-66-1020) includes approximately \$4 million in funding for this location.

Life cycle costs were also examined as part of the analysis. It is anticipated that the overall life cycle costs of Concept 1 are slightly lower than the Base Case and Concept 2 due to less road infrastructure that is required to be maintained over the life of the road.

For more details on the construction and life cycle costs, refer to Attachment 3.

Justification of Recommendation

The recommended 142 Street concept plan, as shown in Attachment 2, is the most favourable based on public feedback, providing a balance between stakeholder input and Council policy.

Attachments

1. Concept 1 Design Highlights
2. Concept 2 Design Highlights
3. Concept Evaluation
4. Option Analysis
5. Public Consultation Process

Others Reviewing this Report

- L. Rosen, Chief Financial Officer & Treasurer