

# 107 Avenue

## LONG-RANGE PLANNING STUDY

FEBRUARY 2015

### CONCEPT PLAN PUBLIC INVOLVEMENT AUGUST 2013 - NOVEMBER 2014

## WHAT WE HEARD

### ABOUT THE PROJECT

107 Avenue is one of Edmonton's major east-west corridors serving both residential communities and commercial districts from Downtown to the City's west side. It is a designated truck route and may experience future traffic flow changes with the addition of the Valley Line LRT along 102 Avenue/ Stony Plain Road. The City is developing a long-range concept plan to improve current and future traffic patterns and to accommodate growth.

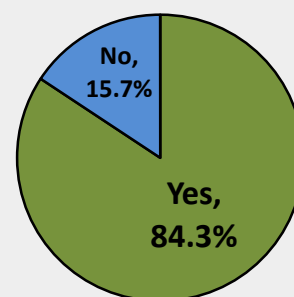
As part of the public involvement plan for this project, a public survey was launched in mid-August 2013 to gather information about the public's experience using this road. Additionally, the project team met with 15 individual stakeholder groups representing area business associations and community leagues.

The following provides a summary of what we heard.

### ON-LINE SURVEY HIGHLIGHTS

- 315 respondents self-selected to complete the survey

Do you have transportation concerns with 107 Avenue ?



- About three-quarters (77%) were residents along the 107 Avenue corridor; over half of these were residents west of Groat Road
- The most typical mode of transportation was personal vehicle (81%); the next most frequent primary modes were bicycle (6%) and public transit (6%)
- About two-thirds (68%) used some portion of the 107 Avenue corridor every day of the week
- Several respondents noted a lack of driver knowledge about how to drive in the 142 Street traffic circle

### KEY ISSUES ALONG THE CORRIDOR

THEMES	COMMENTS	RECOMMENDATIONS
Enhance overall safety and reduce vehicle collisions	<ul style="list-style-type: none"><li>• The 142 Street traffic circle is a problem area for commuters and residents alike</li><li>• 63% of the online survey respondents agreed the 142 Street traffic circle is confusing/ inefficient/ unsafe</li><li>• 34% of respondents also felt the 142 Street traffic circle ranked as their #1 traffic flow concern</li><li>• Simply adding or increasing the number of traffic signals is not seen as the full solution</li><li>• Reducing the number of signals to provide faster, more open traffic flow is seen as running counter to enhancing safety</li></ul>	<p>427 collisions were reported at the traffic circle between 2008 - 2012</p> <p>142 Street traffic circle to be converted to a standard signalized intersection</p> <p>Except at 142 Street, the plan maintains the current number of traffic signals for safer operations</p> <p>Improvements to pedestrian crossings</p>

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THEMES	COMMENTS	RECOMMENDATIONS
Increase pedestrian and cycling connections and enhance safety for people who walk and bike	<ul style="list-style-type: none"> <li>39% of online survey respondents agreed that enhancing pedestrian and cycling connections is important</li> <li>Concern that 107 Avenue causes fragmentation between communities</li> <li>Walkability between communities should be enhanced</li> <li>Improve sidewalk design</li> <li>Although survey respondents wanted to see connectivity enhanced at specific locations, 26% said the entire corridor needed improvements</li> </ul>	<p>New 3m shared-use path to be added to southside of 107 Avenue from 130 Street to 163 Street, moving to northside from 163 Street to 170 Street</p> <p>Continuous 1.5m sidewalk on northside of roadway, including addition of new sidewalk for 107 Avenue between 156 Street and 163 Street where there is currently no pedestrian accommodation</p> <p>Any existing sidewalk to be upgraded to current standards</p> <p>Mid-block and intersection pedestrian connections improved to enhance north/south connectivity</p> <p><b><u>Impact</u></b></p> <p>In some areas, trees may be impacted to add sidewalks and cycling connections</p> <p>Project team will work with City Arborist to assess trees for relocation or removal</p> <p>New trees will be planted within the project area adding up to the same dollar value as the trees removed</p>

## KEY ISSUES ALONG THE CORRIDOR

THEMES	COMMENTS	RECOMMENDATIONS
Widening roadway to 6-lanes	<ul style="list-style-type: none"> <li>Stakeholders were concerned that widening the roads would result in loss of green space and trees. Trees are seen as an essential characteristic of residential areas and act as sound and visual barriers</li> <li>Concerns that widening the roads would increase noise for nearby houses. Traffic noise generally impacts community living; specifically motorcycles</li> </ul>	<p>Traffic studies show future traffic volumes are accommodated by current roadways. Increasing the number of lanes would result in loss of trees, impact green belts and requires private property acquisition</p> <p>Widening 107 Avenue has <u>not</u> been recommended in the draft concept plan, however intersection improvements and access management is required to meet future traffic needs</p>
Reduce traffic delays, congestion and speeds	<ul style="list-style-type: none"> <li>Current road design provides insufficient space for traffic flow</li> <li>49% of survey respondents felt turnbays are too short and/ or few in number which impeded smooth traffic flow along 107 Avenue</li> <li>Ever increasing traffic volumes are anticipated as population grows and with in-fill and LRT development</li> </ul>	<p>Current traffic volumes - 18,000 to 30,000 vehicles/ day projected to increase to 26,000 to 42,000/ day</p> <p>Traffic increases still within the capacity limits of a 4-lane roadway</p> <p>Add left and right turnbays where technically possible</p> <p>Extend turnbays to current design standards</p> <p>Service road along northside of 149 Street access to 107 Avenue to be closed</p> <p>131 Street access to 107 Avenue to be closed</p>

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THEMES	COMMENTS	RECOMMENDATIONS
Improve traffic pinch-points and reduce short-cutting, especially between 135 Street and 139 Street	<ul style="list-style-type: none"><li>Lanes and turnbay design, and confusion over signals, causes significant backups and dangerous driving</li><li>There are too many access points between 107 and 111 Avenues, especially near schools; promotes illegal activities</li></ul>	Signal and pedestrian crossing at 135 Street relocated to 136 Street 135 Street converted to right in and right out only no change to 139 Street intersection

## NEXT STEPS

Comments on the draft concept plan will be collected at the March 2015 Open House and through an online feedback form. The project team will then review the feedback gathered and will make further refinements to develop a recommended concept plan.

The plan is anticipated to be complete by late Spring 2015 and the project team will report back to the public when it is complete.

No funding is currently identified for this project, therefore construction timelines are unknown.

## FOR MORE INFORMATION

**Visit:** [www.edmonton.ca/107AveStudy](http://www.edmonton.ca/107AveStudy)

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