



127 STREET RECONSTRUCTION CONCEPT PLANNING

OCTOBER 2014

ONLINE SURVEY SUMMARY AUG 15 - SEPT 15, 2014

WHAT WE HEARD

About the Project

The City of Edmonton is developing a concept plan for 127 Street between 118 Avenue and Yellowhead Trail in advance of road reconstruction scheduled for 2016.

This section of 127 Street serves as a major commuter corridor providing access from the downtown area to residential communities and commercial districts north and south of Yellowhead Trail.

As the roadway infrastructure is near the end of its life span and in poor condition, this road has become a priority for road reconstruction. This process will include the complete removal and reconstruction of road surfaces, curb and gutters, some sidewalks and streetlights.

Online Survey Feedback

304 responses to the online survey were received in the four-week period between August 15 and September 15, 2014.

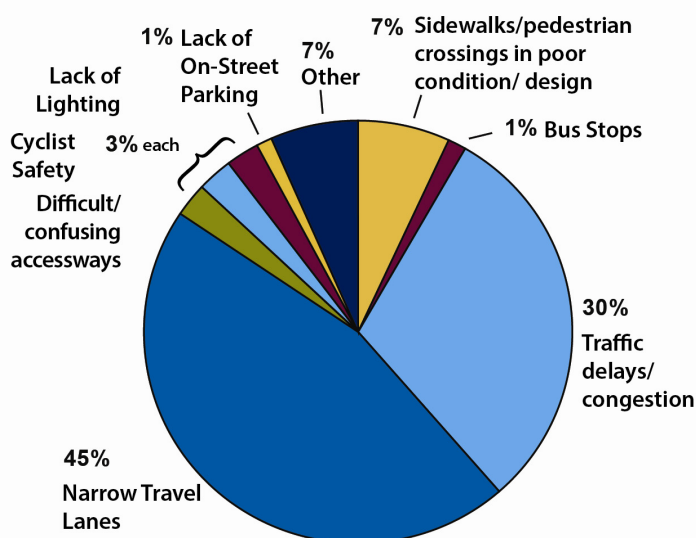
Note: not all respondents completed each question, and some questions had multiple answers.

The majority of survey respondents are regular users of 127 Street (90%) with 55% indicating they are residents in the adjacent neighborhoods, and 8% noting they are affiliated with a nearby school. There are also a number of respondents that indicated they use 127 Street in other ways, such as walking (23%), cycling (19%), and using public transit (13%). Small percentages (less than 5%) of respondents are business owners,

community league members or members of an area organization.

Most respondents (87%) agreed that reconstruction and upgrades to roadway elements are needed.

What is Your #1 Transportation Issue?



Lane Width

When asked what is the top transportation issue within the 127 Street corridor, 45% of respondents said that it is the narrow travel lanes. The lanes on 127 Street are 2.75 to 3.1 m wide, while the current standard for lane widths is 3.2 to 3.5 m.

Action:

Lane widths will be addressed in the concept plans.



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Road Congestion

At 30%, the second most cited transportation issue for the 127 Street corridor is traffic delays and congestion. Congestion may be addressed by adding a traffic signal, changing signal timing, and/or constructing intersection improvements.

Action:

Traffic signal locations and timing will be evaluated during this study.

Due to congestion, difficulty turning left into and out of neighbourhoods was listed as an issue at all intersections.

Action:

The project team considered the need for a full traffic signal at 122 Avenue and will contact Transportation Operations to confirm whether this improvement is warranted.

The project team will also consider other potential solutions for improving intersection operations.

At Yellowhead Trail, an interchange is planned for the future and will be constructed when funding is secured and approved by City Council. Respondents commented that adding left turns that are currently prohibited would improve the commuting experience.

Action:

Unfortunately, the intersection does not have the capacity to accommodate left turns.

Other respondents commented on the delay experienced on the southbound lanes at the 118 Avenue intersection.

Action:

Due to the geometry of the intersection, more turn lanes cannot be added, however, the team is recommending that the right turn bay be lengthened.



Number of Lanes

When asked which elements of the 127 Street corridor are most important, respondents ranked maintaining four travel lanes as the most important element. However, several other respondents felt that exploring other options would improve the roadway.

Action:

The project team will review the viability of new travel lane options for 127 Street.

Service Road

Respondents are divided on their preference for the service road on the west side of 127 Street. More than 15 respondents indicated that keeping the service road is their primary concern for the 127 Street reconstruction. However, more than 10 respondents supported the removal of the service road, and 4 respondents preferred to narrow and convert the service road to a one-way road.



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For those in favour of removing the service road, this action was seen as a remedy to traffic congestion along 127 Street.

Action:

The project team reviewed the impact of removing the service road to allow for the addition of travel lanes. Traffic modeling indicates that additional lanes would attract more drivers to 127 Street from other roads. As capacity at 118 Avenue cannot be improved, this would increase traffic delays.

Several other impacts to the service road removal were identified, with the greatest concern being safe access for the 17 homes that would have front driveways directly onto 127 Street.

Pedestrian Safety

Throughout the survey, respondents indicated that pedestrian safety is an issue along the 127 Street study area. Comments reflected several concerns, such as poor sidewalk condition, poor lighting, long waits to cross 127 Street and poor visibility at intersections. One solution mentioned throughout the survey was to add crossing controls such as signals or pedestrian amber flashers.

Action:

Pedestrian safety is being reviewed with Transportation Operations, who will evaluate crossing control needs based on traffic volumes and number of pedestrians.

Residents may call 311 with any additional pedestrian crossing safety concerns, which will trigger a review of the crossing location by Transportation Operations.

Sidewalks

A few respondents noted the poor condition of the sidewalks, particularly on the east side

of 127 Street. It was also mentioned that these sidewalks are too close to 127 Street.

Action:

The concept plan will include construction of a new sidewalk on the east side, with a wider boulevard between the street and sidewalk.



Boulevard Trees

When asked which elements of the 127 Street corridor are most important, respondents ranked “Keeping mature boulevard trees” as the third most important issue behind “Maintaining 4 travel lanes” and “Maintaining existing intersections & access ways”. However, some respondents supported the removal of the trees if necessary, to widen the travel lanes or add another lane.

Action:



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The 127 Street concept plan will attempt to mitigate impacts on existing boulevard trees, where possible.

The poor health of some of the boulevard trees on the west side was noted.

Action:

A City Arbourist will confirm the viability of relocating the trees, if it becomes necessary.

Some respondents noted certain boulevard trees are causing sight line issues. Of particular concern is the boulevard tree southeast of the 127 Street and 121 Avenue intersection which blocks a driver's view of pedestrians trying to cross the street.

Action:

The concept plan will examine safety issues such as this.

Bicycle Options

When asked what the top three transportation issues within the 127 Street corridor were, 9 respondents ranked bicycle safety as most important, 20 ranked it second and 15 ranked it third. More than 10 respondents mentioned they support the addition of some form of bike lane; however 4 respondents indicated they would not want separate bike lanes. Other respondents (4), would prefer that the bikes stay on the service road.

Action:

The project team is reviewing options for cyclist accommodation.

Public Transit

26 respondents mentioned that the bus stops along 127 Street are among their top three transportation issues within the 127 Street corridor. The concern is that every time the bus picks up passengers, traffic is delayed.

Several respondents suggested that the construction of bus bays would alleviate this problem.

Action:

The project team explored this suggestion with Edmonton Transit, however ETS staff do not prefer the construction of bus bays as it is difficult for buses to re-enter traffic during rush hour. Additionally, there is limited road-side space to add bus bays without land acquisition and/or the displacement of trees.

What's Up Next

An Open House to present the 127 Street concept plan options will be held at Prince Charles School, 12325 - 127 Street, on October 16, 2014 from 4:00 P.M. - 8:00 P.M. Presentations will be held at 5:30 P.M. and 7:00 P.M. Opportunities to provide feedback will include a question and answer period after each presentation, general discussions with project staff and a feedback form which can be submitted at the Open House or online from October 16 - 30.

Feedback from this meeting will be considered during development of the recommended concept plan.

Reconstruction of 127 Street is expected to take place in 2016. Construction timelines will be available on the project website as they are confirmed.

For More Information

Visit: www.edmonton.ca/127StreetUpgrade

Contact: Joleen Harris, Senior Engineer

Call: 780-944-7659

Email: joleen.harris@edmonton.ca