

127 Street (118 Avenue – Yellowhead Trail) Concept Planning Study

Open House 4 – 8 p.m., October 16, 2014

Presentations: 5:30 and 7 p.m. (repeat presentation)

- Please take a What We Heard survey summary sheet and open house feedback form
- Visit the displays and table maps for project information and to view the Concept Plan options
- Talk to members of the City Project Team

Meeting Purpose

- To present two Concept Plans for 127 Street
- To hear your feedback about the plans
- To provide background information on the planning study
- To answer your questions

Project Purpose

- 127 Street from 118 Avenue to Yellowhead Trail is scheduled for road reconstruction in 2016
- The City uses reconstruction opportunities to take a comprehensive look at the study area to:
 - Explore the current and long term needs of the corridor
 - Determine if upgrades / improvements are required / desired
 - Ensure roadway meets current roadway guidelines and safety standards
- The planning study considers accommodating all modes of travel:
 - Cars
 - Cycling
 - Walking
 - Transit



Study Area

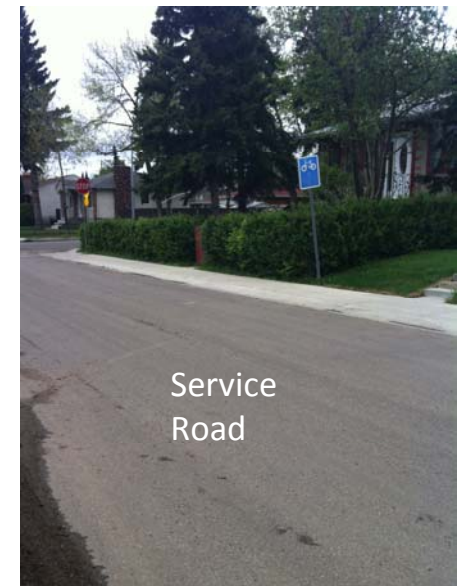
127 Street (118 Avenue – Yellowhead Trail)

- Commuter Route (Not a Truck Route)
- Surrounded by Residential Neighbourhoods with industrial development north of the study area
- Neighborhood renewal
 - Sherbrooke completed in 2011
 - Prince Charles planned within next 5 years
- Ongoing Prince Charles Community Traffic Management Plan to address shortcutting issues (started Fall 2013)
- Future interchange at 127 Street / Yellowhead intersection



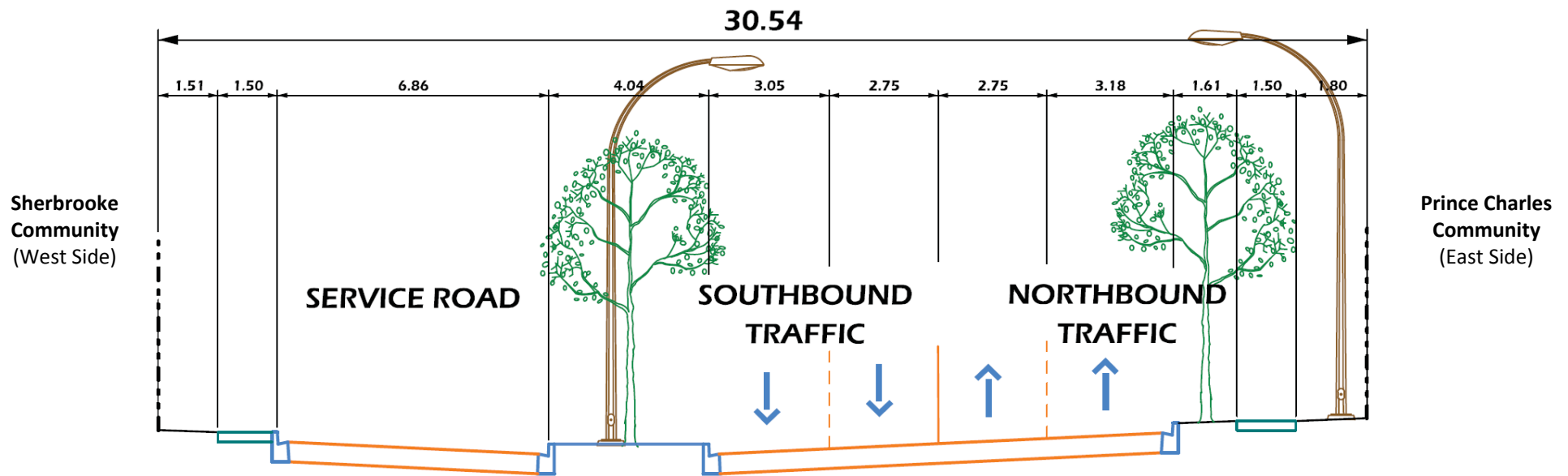
What Exists Today

- Mature trees on both sides of the main roadway
- Narrow lanes on 127 Street main road
- Intersections at the north and south ends where there is no additional land to change the configuration
- Existing service road which is used for access to homes and is a signed on street bike route



What Exists Today

- Existing 127 Street lane width is 2.75 to 3.1 meters.
- By comparison, the current standard lane width is between 3.2 and 3.5 meters.



Existing 127 Street Cross-Section

How We Choose a Concept



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**Issues and opportunities
identification**

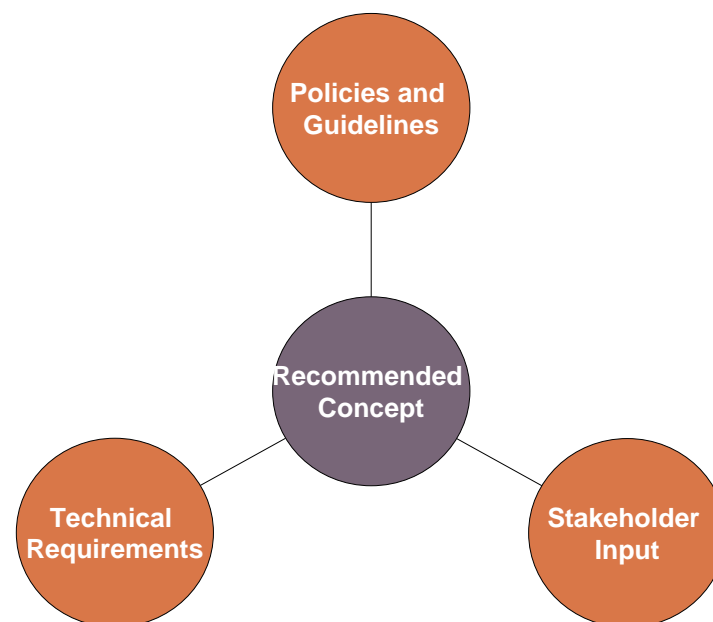
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**Proposed Concept options and
design elements – public feedback**

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**Recommended Concept Plan –
information sharing**

The City will recommend a plan that
best balances:



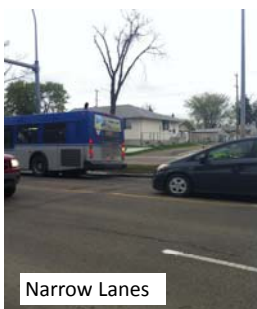
Public Involvement

- Since June 2014, letters and fact sheets were sent out to community leagues, local schools and organizations. Profile Interviews were arranged upon request.
- Online Survey was available from Aug. 15 to Sept. 15 to collect local input. Over 300 responses were received and summarized into a What We Heard survey summary.
- Tonight's Open House will present options and gather your feedback.



10 key themes emerged from stakeholder interviews and survey responses.

WHAT STAKEHOLDERS SAID MOST OFTEN	PROJECT TEAM'S RESPONSE	PROJECT TEAM'S DECISION
Lane Width		
<ul style="list-style-type: none"> Narrow travel lanes 	<ul style="list-style-type: none"> Acknowledged: current lane width on 127 Street are 2.75 to 3.1 m wide, and the current standard for lane widths is 3.2 to 3.5 m 	<ul style="list-style-type: none"> Addressed in concepts
Traffic		
<ul style="list-style-type: none"> Traffic Delay and Congestion in general During congestion, difficulty turning left into and out of the adjacent residential areas 	<ul style="list-style-type: none"> Acknowledged: traffic signal locations and timing will be evaluated during this study Acknowledged: the project team considered the need for a full traffic signal at 122 Avenue and will confirm with Transportation Operations; will also consider other potential solutions for improving intersection operations. Noted: the intersection does not have the capacity to accommodate these left turns. However, an interchange is planned for the future and will be constructed when funding is secured and approved by City Council. Noted: Due to geometry of the intersection, more turn lanes cannot be added; however, the team is recommending that the right turn bay be lengthened. 	<ul style="list-style-type: none"> Addressed in concepts Addressed in concepts No change in short term; future interchange as long term solution. Southbound right turn lane is lengthened in concepts
<ul style="list-style-type: none"> Add northbound left turns at 127 Street / Yellowhead Trail intersection 		
<ul style="list-style-type: none"> Delay at 118 Avenue intersection 		
Number of Lanes		
<ul style="list-style-type: none"> Maintain 4 travel lanes 	<ul style="list-style-type: none"> Acknowledged. 	<ul style="list-style-type: none"> 4 Lane Option is presented in Open House
<ul style="list-style-type: none"> Explore options other than 4 lanes 	<ul style="list-style-type: none"> Acknowledged: other lane options were explore through traffic analysis and technical evaluations. 5 lane option is not viable due to attraction of traffic and the bottle neck effect at 118 Avenue intersection. 3 lane option with lane control appears to be viable. 	<ul style="list-style-type: none"> 3 Lane Option is presented in Open House
Service Road		
<ul style="list-style-type: none"> Maintain service road 	<ul style="list-style-type: none"> Acknowledged. 	<ul style="list-style-type: none"> Included in concepts
<ul style="list-style-type: none"> Narrow or remove service road to allow for the addition of travel lanes. 	<ul style="list-style-type: none"> Noted: The impact of narrowing or removing the service road for additional travel lanes was reviewed. The option with an extra travel lane is not viable due to attraction of traffic and the bottle neck effect at 118 Avenue intersection. 	<ul style="list-style-type: none"> Not included in concepts
Sidewalks		
<ul style="list-style-type: none"> Poor conditions of sidewalks on the east side of 127 Street 	<ul style="list-style-type: none"> Acknowledged: new east sidewalk with wider boulevard will be included in the concept plan 	<ul style="list-style-type: none"> Addressed in concepts



Narrow Lanes



Congestion during Peak Hour

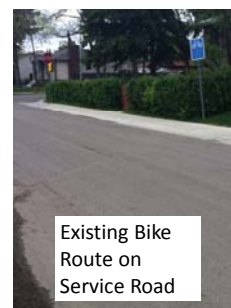


East Sidewalk

Continued...

10 key themes emerged from stakeholder interviews and survey responses.

WHAT STAKEHOLDERS SAID MOST OFTEN	PROJECT TEAM'S RESPONSE	PROJECT TEAM'S DECISION
Boulevard Trees		
<ul style="list-style-type: none"> Keep mature boulevard trees 	<ul style="list-style-type: none"> Acknowledged: the project team will attempt to mitigate impacts on existing boulevard trees, where possible. 	<ul style="list-style-type: none"> 3 Lane Option is presented without any tree impacts
<ul style="list-style-type: none"> Remove trees if necessary to widen the travel lanes 	<ul style="list-style-type: none"> Acknowledged: Option to remove or relocate median trees in the west has been explored. A City Arbourist will confirm the viability of any tree relocation. There is opportunity to plant new species of trees in a narrower median. 	<ul style="list-style-type: none"> 4 Lane Option is presented with median trees relocated / removed
<ul style="list-style-type: none"> Boulevard trees causing sight line issues 	<ul style="list-style-type: none"> Acknowledged: it will be examined in concept study 	<ul style="list-style-type: none"> Addressed in concepts
Pedestrian		
<ul style="list-style-type: none"> Pedestrian safety due to poor sidewalk condition, poor lighting, long waits to cross 127 Street and poor visibility at intersections 	<ul style="list-style-type: none"> Acknowledged: 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. 	<ul style="list-style-type: none"> Addressed in concepts
Bicycle		
<ul style="list-style-type: none"> Some support the addition of bike facility. Some would not want separate bike lanes. Some prefer that the bikes stay on the service road. 	<ul style="list-style-type: none"> Acknowledged: the project team is reviewing options for cyclist accommodation. 	<ul style="list-style-type: none"> Cyclist accommodation will be included in concepts
Public Transit		
<ul style="list-style-type: none"> Concerned that traffic is delayed when bus picks up passengers Suggest construction of bus bays 	<ul style="list-style-type: none"> Acknowledged: the project team has 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. 	<ul style="list-style-type: none"> Bus bays Not included in concepts Wider lanes will allow vehicles to safely pass buses in the adjacent lane.
Neighborhood Shortcutting		
<ul style="list-style-type: none"> During congestion, traffic shortcuts in adjacent neighborhood, creating safety concerns 	<ul style="list-style-type: none"> Acknowledged: the project team has been working with Prince Charles Community Traffic Management team to explore design elements to alleviate shortcutting issues 	<ul style="list-style-type: none"> Access closure option presented in Open House



Weighing the Options

Options	Option 1 - 3 Lanes with Center Lane Reversible by Lane Control		Option 2 - 4 Lanes with Narrow Median		Option Not Carried Forward - 5 Lanes (for information only)	
# of Travel Lanes	3		4		5	
Lane Width	○	Complete Street Standard (3.2 m)	○	Complete Street Standard (3.2 m)	○	Complete Street Standard (3.2 m)
Median	●	No Impact	◐	Narrow Median to 1.6 m	●	Complete Removal
Trees	●	No Impact	◐	- Tree relocation and removal required - New trees may be planted in narrow median	●	Tree relocation and removal required
Driveway Access	●	No Impact	●	No Impact	●	- 17 conflict points w/ SUP - Driveway access to arterial is safety concern.
Service Road & West Sidewalk	●	No Impact	●	No Impact	●	Complete Removal
Operations	●	- Lane control device req'd - Potential lane blockage if vehicles in single through lane attempt to make left turn, or left turns will need to be banned at cross roads.	○	Left turn lane required at 122 Ave intersection	●	- Lane control device req'd - Unable to modify 118 Avenue intersection to accommodate additional traffic
Delay	●	No left turn lane at 122 Ave, leading to unacceptable delay at 118 Ave intersection	◐	Acceptable	●	Additional lanes attract more traffic, doubling delay at 118 Avenue

Legend:



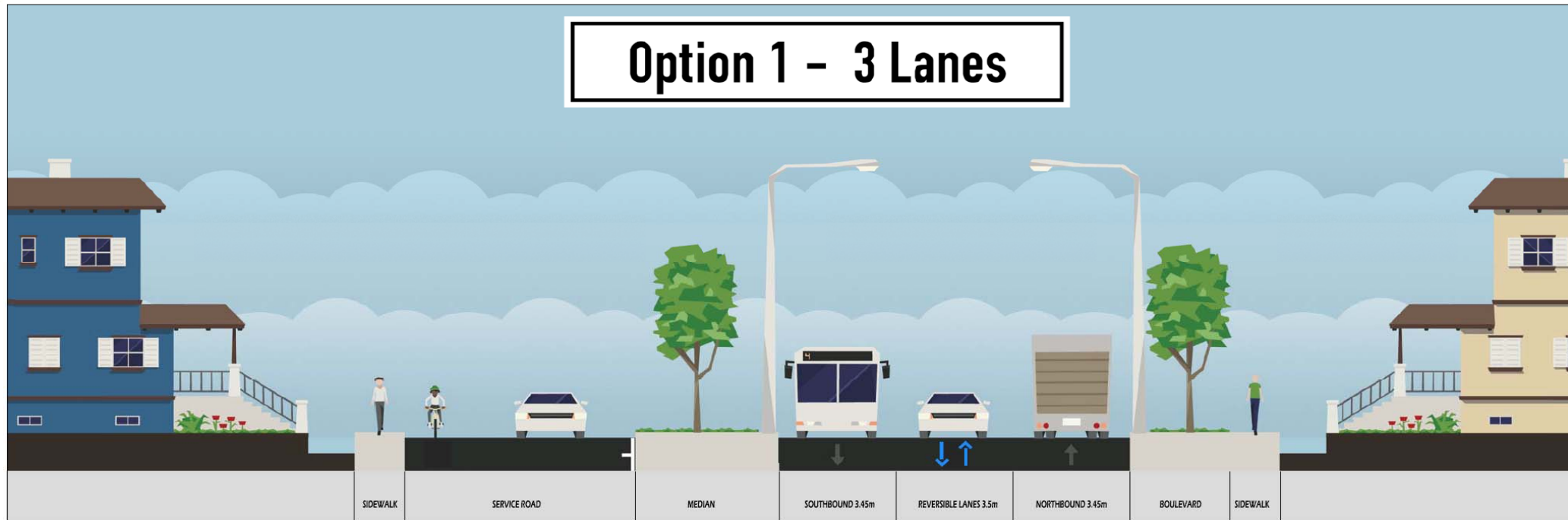
Option 1



- 3 travel lanes
- 2 lanes in peak direction through use of lane control (similar device used north of Yellowhead Trail)
- No planned removal of existing trees on 127 Street
- Maintain service road
- Left turn bans during peak hours
- Access closures to some Avenues through construction of culs-de-sac (optional)

Option 1

Option 1 - 3 Lanes



- 3 travel lanes
- 2 lanes in peak direction through use of lane control (reversible center lane)
- No planned removal of existing trees on 127 Street
- Maintain service road

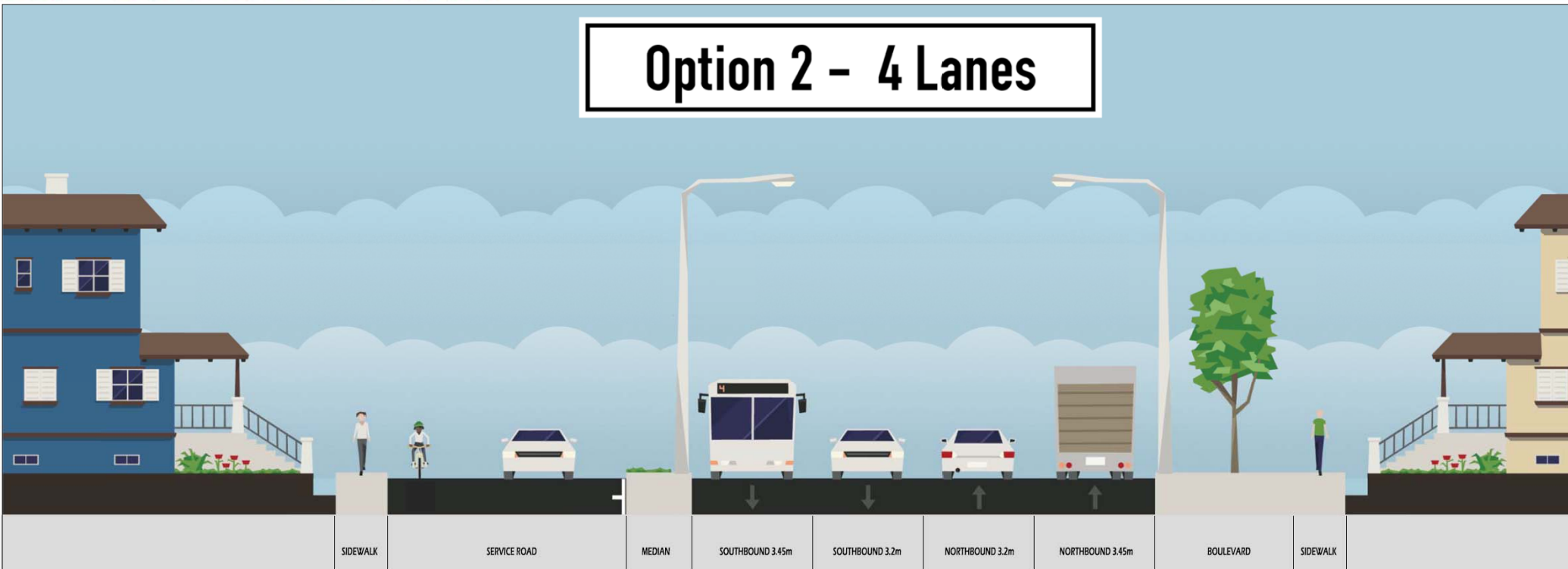
Option 2



- 4 travel lanes
- Narrow median to widen lanes
- Relocate or remove existing trees on the west side of 127 Street
- Maintain service road
- Left turn lane southbound at 122 Avenue

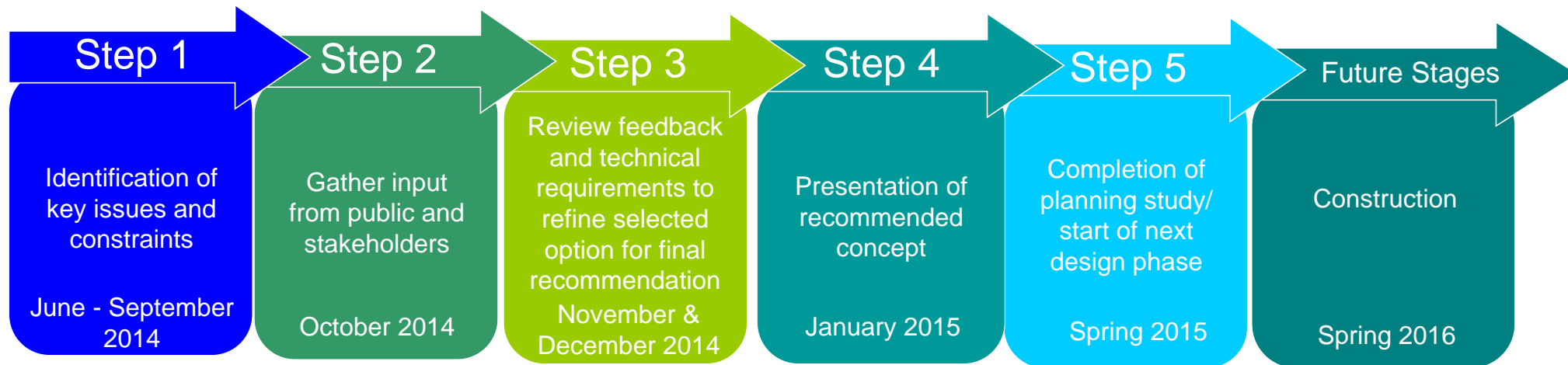
Option 2

Option 2 - 4 Lanes



- 4 travel lanes
- Narrow median to widen lanes
- Relocate or remove existing trees on the west side of 127 Street

Next Steps



Current
Stage



Thank you

THANK YOU

Tell us how we did!

Please take a few minutes to complete a feedback form and place it in the box at the welcome desk tonight before leaving. If you need more time to consider the information provided, please complete the feedback form available online via the project website until October 30, 2014.

Website: www.edmonton.ca/127StreetUpgrade