

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

Open House 5 – 8 p.m., January 28, 2015

Presentation @ 6 p.m.

- Please take a December 2014 What We Heard info sheet and open house comment form
- Visit the displays and table map for project information and to view the Recommended Plan
- Talk to members of the City Project Team

Tonight's Purpose

- To provide information about the project purposes and process
- To present the Recommended Concept Plans for 127 Street
- To answer your questions

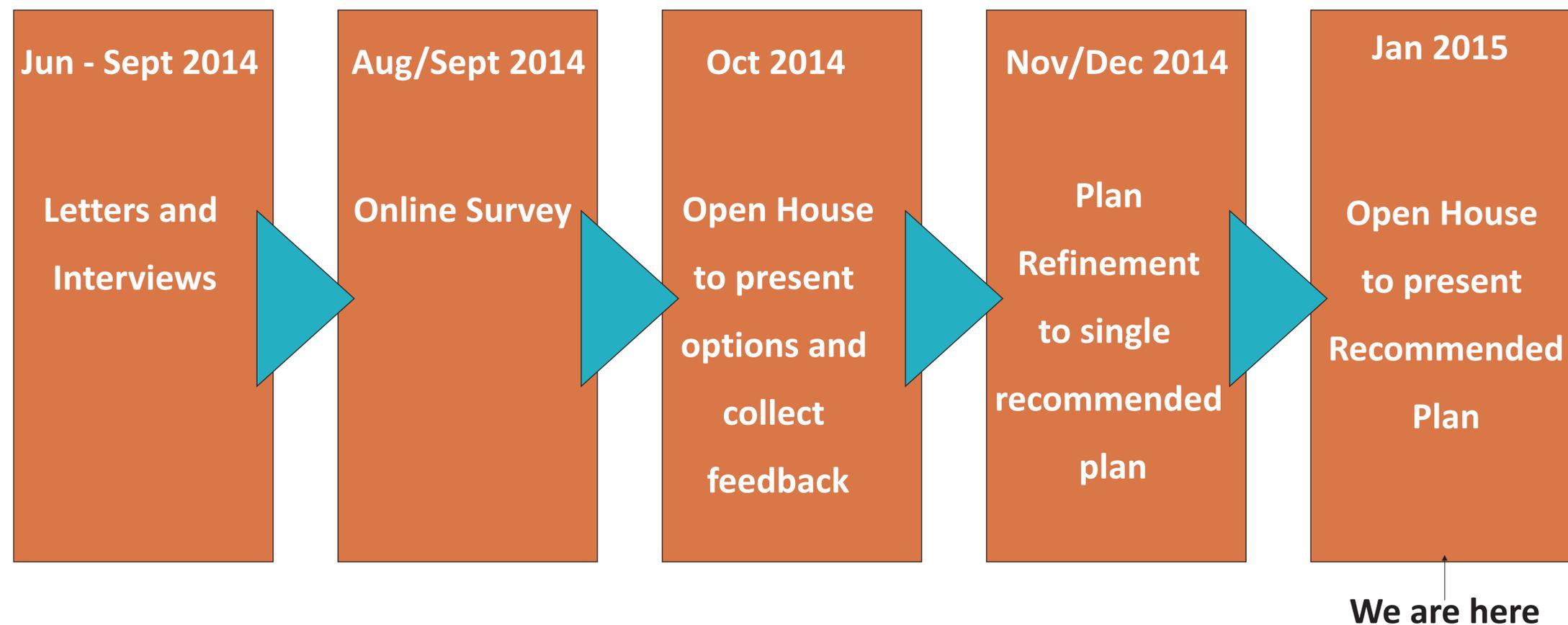
Project Background

- 127 Street from 118 Avenue to Yellowhead Trail is scheduled for road reconstruction in 2016
- The City uses reconstruction opportunities to review potential improvements to the existing road
- The planning study considers accommodating all methods of travel, including cars, cycling, walking and transit
- Area projects include neighbourhood renewal and the Prince Charles Community Traffic Management plan
- Future interchange at 127 Street / Yellowhead Trail



Public Involvement

- Throughout the Public Involvement process, the project team has consulted with area community leagues, local schools and businesses, the Community Traffic Management Plan Committee as well as residents and commuters.



The following table outlines public input related to the two design options presented at the October 16, 2014 Open House. The following table outlines how the project team developed the recommended plan to address stakeholder comments, considering technical requirements and policy.

Topic	Stakeholder Comments	Recommendation
Option 1 (3-Lane)	<p>Supportive (22%)</p> <ul style="list-style-type: none"> Reversible lanes consistent with lanes north of the Yellowhead Lane width is increased Option helps reduce but not eliminate traffic Provides room for snow storage and preserves trees <p>Not Supportive (58%)</p> <ul style="list-style-type: none"> 3 lanes will cause more congestion Safety concerns for reversible lanes Movement into neighborhood is important (opposed to left turn bans during peak hours as shown in this option) 	The 3-lane option is not recommended. There are operational concerns related to the reversible lane control and to the increased congestion with 3 lanes in the long term; also there is lack of public support.
Option 2 (4-Lane)	<p>Supportive (58%)</p> <ul style="list-style-type: none"> Lane width is increased and 4 lanes are maintained The removal of trees is a good trade-off for lane widening Access into neighborhoods is maintained <p>Not Supportive (30%)</p> <ul style="list-style-type: none"> Concern with increased traffic and speeding along 127 Street The removal of trees is not a good trade-off for lane widening 	The 4-lane option is recommended. The project team is developing a final recommended concept plan to balance public input, technical requirements and policy.
Southbound Left Turn Lane @ 122 Ave & 127 Street	<p>Supportive (38%)</p> <ul style="list-style-type: none"> Decreased wait times to access neighborhood <p>Not Supportive (44%)</p> <ul style="list-style-type: none"> Could increase shortcutting through neighborhoods 	Left turn bay is only required once the interchange at Yellowhead Trail is built. Until then no left turn bay will be constructed.
Traffic Signal at 122 Avenue	<p>Supportive (47%)</p> <ul style="list-style-type: none"> Easier access to neighborhoods Improved motor vehicle and pedestrian safety <p>Not Supportive (44%)</p> <ul style="list-style-type: none"> Could increase shortcutting through neighborhoods 	Transportation Operations has reviewed the intersection and a traffic signal is needed to improve safety. East/west green time can be minimized to address shortcutting if necessary.



The following table outlines public input related to the two design options presented at the October 16, 2014 Open House. The following table outlines how the project team developed the recommended plan to address stakeholder comments, considering technical requirements and policy.

Topic	Stakeholder Comments	Recommendation
Culs-de-sac	<p>Supportive (35%)</p> <ul style="list-style-type: none"> • Could decrease shortcutting through neighborhoods <p>Not Supportive (44%)</p> <ul style="list-style-type: none"> • Blocks access into parts of the neighborhood 	Culs-de-sac on the avenues are not recommended as they would not address the majority of shortcutting through the neighbourhood; however, they would impact access to local businesses and the school, as well as having property impacts.
Service Road	<p>Supportive (42%)</p> <ul style="list-style-type: none"> • Allows for on-street parking for residents and does not affect their property <p>Not Supportive (20%)</p> <ul style="list-style-type: none"> • Prevents widening of road to a width above standard 	The service road will remain and continue to be used as a bike route. Please note that there will be seasonal parking ban on the east side of the service road in addition to parking bans near bus stops.
Relocating / Removing West Median Trees to maintain 4 lanes	<p>Supportive (63%)</p> <ul style="list-style-type: none"> • This is a fair trade-off <p>Not Supportive (26%)</p> <ul style="list-style-type: none"> • Trees provide a buffer between 127 Street and homes. • Mature trees are an important feature for the community 	Relocating or removing existing trees on the west side median is required for the 4-lane cross section. Plans to relocate trees and replant new trees will be explored in preliminary designs as per City design and construction standards.
Increased Lane Width	<p>Supportive (74%)</p> <ul style="list-style-type: none"> • Will ease congestion and make it easier to pass buses <p>Not Supportive (7%)</p> <ul style="list-style-type: none"> • Will encourage more traffic on 127 Street 	Increased lane width is recommended. This is to meet current minimum roadway standards.
Longer Southbound Right turn Lane at 118 Avenue	<p>Supportive (72%)</p> <p>Not Supportive (7%)</p>	Longer turn bay will be included in concept with service road access closure.
Sidewalk Repair as Necessary	<p>Supportive (93%)</p> <p>Not Supportive (2%)</p>	Sidewalk improvements will be included in concept where sidewalks are currently in poor condition.
Pedestrian Safety	The project team received several comments regarding pedestrian safety, particularly at the crossings near Prince Charles School	The crosswalks at 123 Avenue and 124 Avenue will be replaced with zebra crosswalk markings . For all other crossings a full review of crossing control requirements will be completed before construction.



Guiding Policies

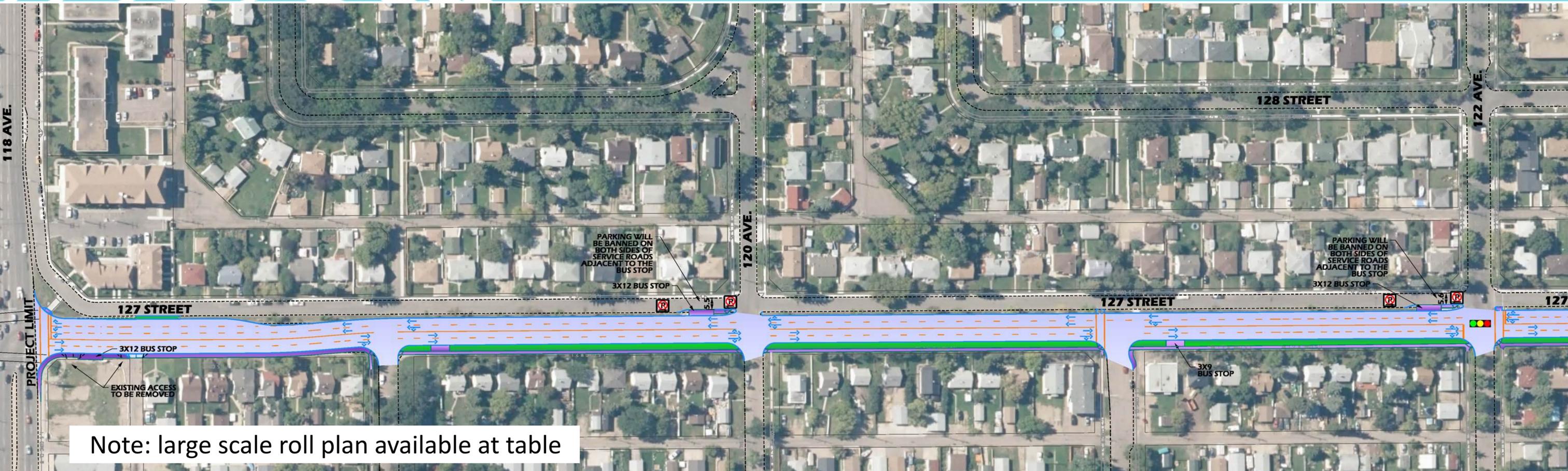
- The Way Ahead
 - Strategic plan that defines how the City will achieve its long term vision for Edmonton.
 - Outlines 6 goals, including an integrated transportation system with greater travel choices.
- The Way We Move
 - The City's Transportation Master Plan (TMP).
 - Outlines several goals, including:
 - Providing well maintained and managed infrastructure
 - Encouraging active transportation
 - Fostering a transportation mode shift (moving more people more efficiently in fewer vehicles).
- Complete Streets
 - A policy and guidelines to encourage a holistic approach to roadway planning and design, providing a transportation network for all users in all seasons.
- Active Transportation Policy
 - A policy which supports a pedestrian and bicycle friendly City by providing appropriate facilities, and by supporting and raising awareness of all forms of active transportation
- Bicycle Transportation Plan
 - A plan for a bicycle friendly City in support of the TMP, *The Way We Move*.

Guiding Policies & 127 Street

The 127 Street study follows the desired outcomes of several City Policies, including:

- The Way Ahead
 - Considers how to provide for all travel choices.
- The Way We Move
 - Considers how people travel through the area, to incorporate all potential methods of travel.
- Complete Streets
 - Considers all users (motorists, Transit Users, cyclists and pedestrians) and the adjacent land uses (residential neighborhoods, schools, businesses), looking at current and future needs.
- Active Transportation Policy
 - Ensures infrastructure is in place to provide connections for active methods of transportation, including sidewalks and bicycle facilities
- Bicycle Transportation Plan
 - The 127 service road is currently a signed on street bike route, and is a part of a larger network plan for north/south bicycle connections.

Recommended Plan



- 4 travel lanes with standard lane widths and narrowed west side median
- Maintain neighborhood access
- Parking bans on service road near bus stops and seasonal parking ban on the east side of service road
- Longer southbound right-turn lane at 118 Avenue with service road access closure
- Full signal at 122 Avenue to improve safety
- Zebra crosswalk markings at 123 Avenue and 124 Avenue

Recommended Plan

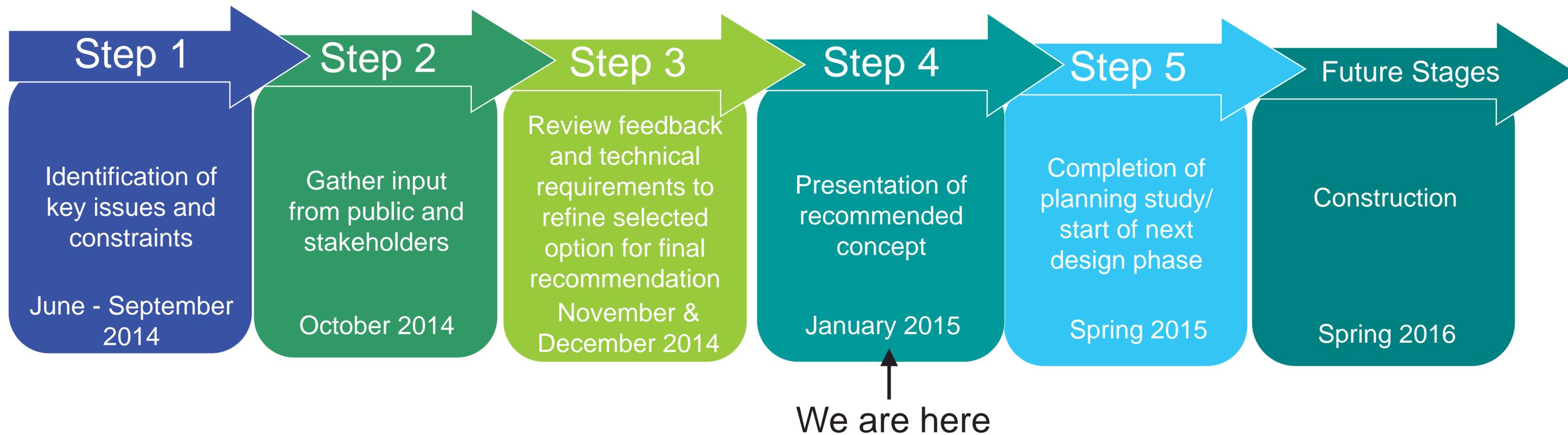


Recommended Plan



- 4 travel lanes
- Narrow median to widen lanes
- Relocate or remove existing trees on the west side median ; new trees to be planted
- Maintain service road as signed bike route

Next Steps





Thank you

THANK YOU

Tell us how we did!

Please take a few minutes to complete a comment 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 comment form available online via the project website until February 11, 2015.

Website: www.edmonton.ca/127StreetUpgrade