



127 STREET RECONSTRUCTION CONCEPT PLANNING

DECEMBER 2014

**OPEN HOUSE
PRINCE CHARLES SCHOOL
12325 - 127 STREET
OCTOBER 16, 2014, 4:00 - 8:00 P.M.**

WHAT WE HEARD

ABOUT THE PROJECT

The City of Edmonton is finalizing a concept plan for 127 Street between 118 Avenue and Yellowhead Trail in preparation for road reconstruction scheduled in 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, and some sidewalks and streetlights.

FEEDBACK RECEIVED

A total of 93 individuals attended the October Open House with 20 of those completing a comment form. A further 35 individuals completed the survey online. The following provides an overview of the results of the comments submitted. **Note:** not all respondents completed each question.

The majority of survey respondents are area residents (63%), while 54% of survey respondents use the corridor as commuters. Fewer respondents (9%) are business owners/operators in the area, 6% are school representatives, and another 6% are representatives of other organizations. A number of respondents indicated they use 127 Street in other ways, such as walking (11%), cycling (13%), and using public transit (6%).

Topic	Stakeholder Comments	Action
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 project team is developing a final recommended concept plan to balance public input, technical requirements and policy.



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<p>Option 2 (4-Lane)</p>	<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 4 lanes • 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 4 lanes 	<p>The project team is developing a final recommended concept plan to balance public input, technical requirements and policy.</p>
<p>Southbound left turn lane @ 122 Ave & 127 Street</p>	<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 	<p>Left turn bay is only required once the interchange at Yellowhead Trail is built. Until then no left turn bay will be constructed.</p>
<p>Traffic Signal at 122 Avenue</p>	<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 	<p>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.</p>
<p>Culs-de-sac</p>	<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 	<p>Culs-de-sac on the avenues would not address the majority of shortcutting through the neighbourhood, however, they would impact access to local businesses and the school.</p>
<p>Service Road</p>	<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 	<p>No changes will be made to the service road and it will continue to be used as a bike route.</p>



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<p>Relocating / Removing Boulevard Trees to maintain 4 lanes</p>	<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 of our community 	<p>A City Arbourist will confirm the viability of relocating boulevard trees and replanting new tree species with a four lane option.</p>
<p>Increased Lane Width</p>	<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 	<p>Lane widening will occur with either option. This is to meet current minimum roadway standards.</p>
<p>Longer southbound right turn lane at 118 Avenue</p>	<p>Supportive (72%)</p> <p>Not Supportive (7%)</p>	<p>Longer turn bay will be included with either option.</p>
<p>Sidewalk repair as necessary</p>	<p>Supportive (93%)</p> <p>Not Supportive (2%)</p>	<p>Sidewalk improvements will occur with either option.</p>
<p>Pedestrian Safety</p>	<p>The project team received several comments regarding pedestrian safety, particularly at the crossings near Prince Charles School</p>	<p>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.</p>

WHAT'S UP NEXT

The project team will finalize a recommended concept plan and present it at an Open House on January 28, 2015, 5:00 - 8:00 pm.

The project team will be able to answer any questions you may have about the recommended concept plan at that time.

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

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