



127 STREET COLLECTOR CONCEPT PLANNING

AUGUST 2015

What We Heard

Phase 3 - Introduction to the Concepts

As part of the ongoing community engagement for the 127 Street Collector Concept Planning project, area stakeholders were provided with three opportunities to provide feedback on a series of design options for a renewed 127th Street. These opportunities were as follows:

- Attendance at a Kitchen Table meeting on June 16, 2015 in the Inglewood neighbourhood (attendance = 8)
- Attendance at the community open house on June 17, 2015 and the associated 26 exit surveys received (attendance = 85)
- Through the online surveys on the City website and the project Mindmixer site completed from June 17 to July 1, 2015 (11 total)
- Mindmixer saw 22 unique participants (excluding Administrators) who made 13 comments and 87 unique interactions on the website (e.g. poll selections).

This report consolidates the resulting feedback from all three streams on the three presented options and is captured in three sections:

- Section 1 – Prioritization: Modes and Project Outcomes
- Section 2 – Option A: Status Quo with Some Enhancements
- Section 3 – Option B: Cycle Track and Curb Extensions
- Section 4 – Option C: Traffic Circles, Bike Lanes, and Curb Extensions
- Section 5 – General Questions and Comments on the Options
- Section 6 – Feedback on the Community Open House and Project Overall

Participants were asked to look at the roadway as much more than a strip of asphalt and corridor for motorized vehicles, but as a piece of the community and how it interacts with and supports those things which matter most to the residents. A Complete Streets approach was considered in our discussions.

1. Prioritization: Modes and Project Outcomes

Respondents were asked to rank the transportation uses of the roadway in terms of their importance while also taking into consideration the City’s Complete Streets Guidelines.

The overall ranking was derived by weighting each response – a first place ranking receives a weight of five, a second place a four, etc. By using this weighted method a combined strong response across the top rankings is given more strength than a response that receives a lot of first place rankings and little other support.

Transportation User	Rankings					Weighted Score (rank)
	1	2	3	4	5	
Pedestrians	19	5	7	1	0	138 (1)
Cyclists	9	20	3	1	0	136 (2)



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Public Transit	3	1	10	13	6	81 (4)
Commercial Vehicles	1	1	5	9	21	63 (5)
Private Vehicles	8	6	8	6	5	105 (3)

Respondents were then asked to rank their priorities for project outcomes that would result from the renewal of the roadway. As with the previous question, responses were weighted by ranking and then given an order of priority.

Project Outcomes	Rankings					Weighted Score (rank)
	1	2	3	4	5	
Slow vehicle traffic	8	9	3	5	4	99 (2)
Physically separate bikes from vehicle traffic and pedestrians	16	6	0	2	5	113 (1)
Reduce potential for traffic shortcutting	4	5	4	6	11	75 (4)
Improved pedestrian safety	4	5	13	2	2	85 (3)
Encourage more people to walk	3	8	4	9	6	75 (5)

2. Option A: Status Quo with Some Enhancements

Option summary

Current alignment of the roadway remains essentially the same: a one-way southbound bike lane adjacent to the west curb, a one-way automobile travel lane northbound that shares traffic with northbound cyclists and a parking lane adjacent to the east curb. Enhancements to the status quo involve curb extensions at the same intersections as proposed in Option C. The number after each comment/theme indicates the number of times that this response or a variation of it was given.

Overall themes

- Option will likely not slow/calm traffic in the corridor (8)
- Need to increase safety/decrease speeds around schools (6)

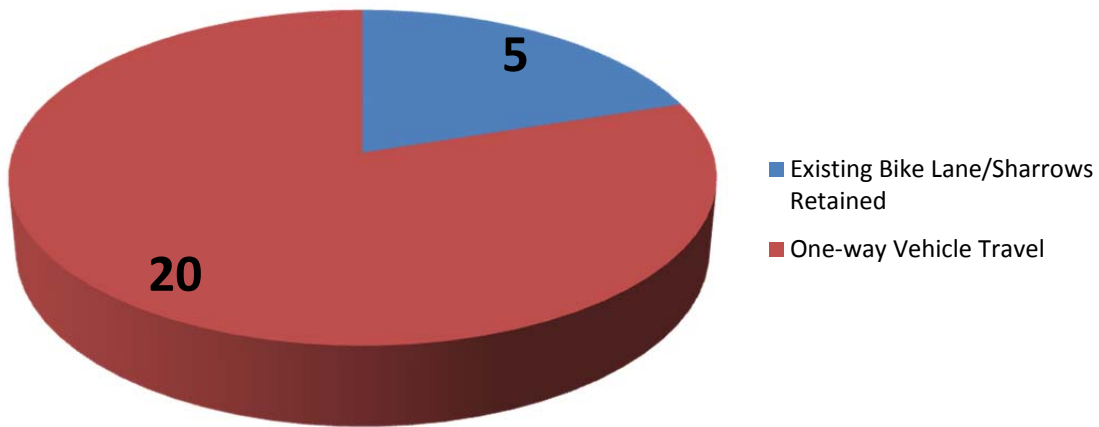


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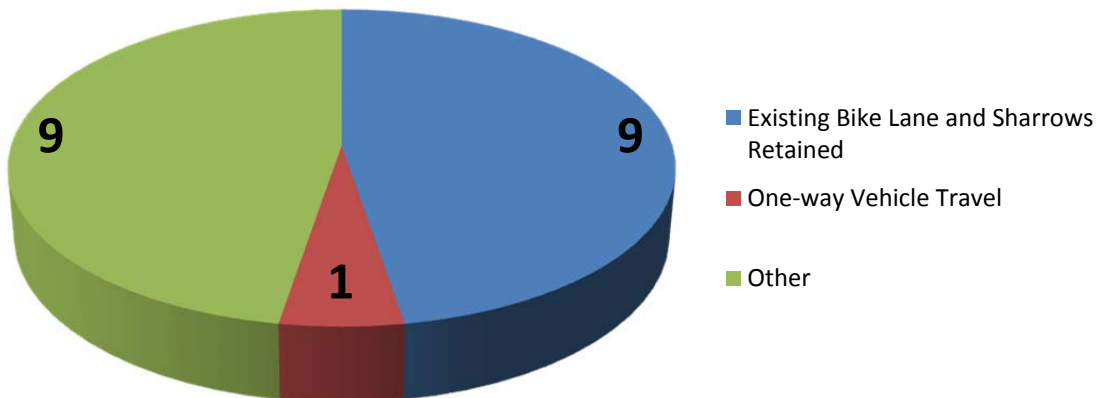
- Option does not add to/evolve the neighbourhood at all (6)
- Street width affects speeds – wider increases speeds, narrower decreases (3)
- Street parking in front of Park Street Place (11033-127 St.) should be eliminated (2)

What Respondents Liked About Option A



n = 25 total responses

What Respondents Disliked about Option A



n = 19 total responses

General Comments Option A

- One of the main exits from downtown to north Edmonton
- Lighting is invasive!
- Having cyclists on both sides of vehicle traffic
- We are used to the one way traffic up to 118 Avenue
- I feel that the east side of road travel path for bicyclists is not very safe
- I think we need bike lanes but we do not need sharrow retained. I like one way vehicle lane
- One-way vehicle traffic - important to retain use this intersection every day, often see close calls on north bound turns (107 Ave.)
- Add playground and space/field
- In crescent north of Westglen School, there are too many bollards, request to remove some
- Return road to two way traffic for motor vehicles
- Please do not return road to two way traffic
- No thru traffic (Short Cutting)
- Better access/exits to and from neighbourhood for residents
- Bike lanes could pass through or drive around the cul-de-sac
- The wavy motion isn't good for cyclists crossing 107 Avenue
- Consider allowing left hand turns at 118 Avenue
- Doesn't address the speeding traffic, especially when the one lane becomes 2 lanes around 115 Ave. Doesn't address the shortcutting on 117 Ave. between Groat and 124 Street. It does not provide the option for 2-way separated bike lanes, which I think is imperative
- Too confusing for cyclists and crossing traffic

3. Option B: Cycle Track and Curb Extensions

Option Summary

A two-way "cycle track" replaces the one-way bicycle lane near the west curb. The cycle track is separated from the northbound one-way automobile travel lane by a concrete median for the entire length of the corridor, with widths of the median changing along the route to maintain a standard lane width for both automobiles and the cycle track. Parking is maintained along the east curb and a series of curb extensions along the route narrow the visual field further for northbound traffic, and provide a shorter distance for pedestrians to cross the street.

Overall Themes

- Preferred option – simplest/least confusing/safest/easiest to use (15)
- Drop-off/pickup issues at schools, including safety of children crossing street and bicycle parking (14)
- Need for better/additional signage at multiple locations (11)
- Ensure that design accounts for influx of shortcutting traffic, especially near north end of corridor (10)
- Concerns with curb extensions – wrong locations/effectiveness/not enough of them (8)
- Concerns with 4-way stops – too many/not enough/overall effectiveness in slowing traffic (7)
- Left turn lanes/signage at major intersections should be consistent, including at 118 Ave. (6)
- Option should slow/calm traffic on 127 Street (5)
- Concerns about snow removal in cycle track and on 127 Street in general (5)
- Need for signal phase changes at major intersections (3)

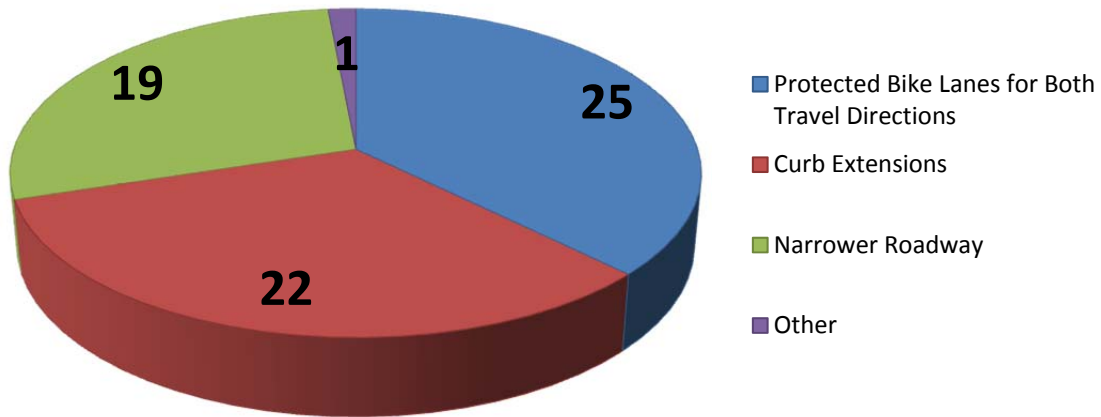


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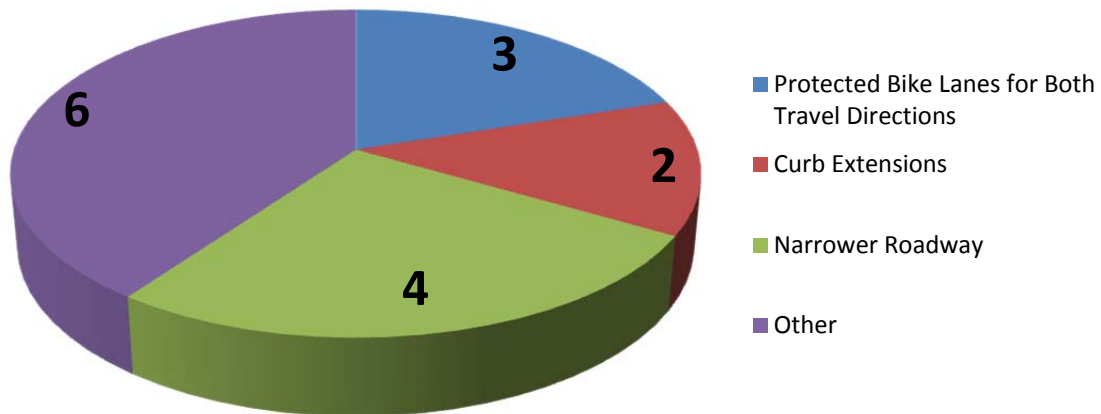
- Need for alignment with other development (residential, LRT, the former Charles Camshell hospital site, etc.) in area (3)
- Need for enhanced aesthetics and street lighting with the corridor renewal (3)

What Respondents Liked about Option B



n = 67 total responses

What Respondents Disliked About Option B



n = 15 total responses

General Comments Option B



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- Issues with two way cycle tracks – they are very difficult for cyclists to transition from north/south to east/west. Creates confusion and possible conflict with motorists and cyclists. May be used more as a multi-use path rather than a travel lane
- Best over-all option
- Really like this option
- This one is my choice
- Lovely
- Doesn't address shortcutting from 118 Avenue and Groat Road to 124 Street and so on
- Bump out at 118 Avenue
- Parking/snow removal issues
- I think that the curb extensions would also improve visibility at intersections. Currently, vehicles parked near corners reduce visibility. E.g.: 127 Street and 112 Avenue
- Maintains poopy lighting
- Not enough use to justify the cost
- Shared bike lane? How many bikers are there?
- Plan should include Yellowhead Trail for a more comprehensive view and holistic approach to transportation changes
- This option looks great as long as behavior at intersections is clear to all modes, especially when they are crossing paths
- Lower speed limit to 40 km
- Ensure roads are wide enough, may need to take some space from curbs
- Because the road will be more narrow, I hope traffic will be slowed. Especially where the one motor vehicle lane becomes two around 115 Ave. I am happy to see it staying as one lane now. I am indifferent if the bike lanes are protected or not, as long as there are bike lanes.
- This option doesn't address shortcutting east and west. Especially on 117 Ave. It also won't do anything for the vehicles going as fast as they can from the last stop sign by Inglewood school to the lights on 118 Ave.
- I really like this option. It nails the separated bike lanes, narrows the road to slow cars, and has great curb extensions for pedestrians. My one fear is the Transportation Department isn't going to be a fan because it doesn't move cars fast enough, or not part of their standards, which would be a shame.
- Keep bikes away from cars
- Most functional design
- To me, this is the best option for people living in this community
- Bidirectional cycle lanes and cycle track should eliminate moving tracks blocking cycle lanes, safer for northbound cyclists
- What will snow removal look like with curb extensions and cycle track?
- Option B seems great!



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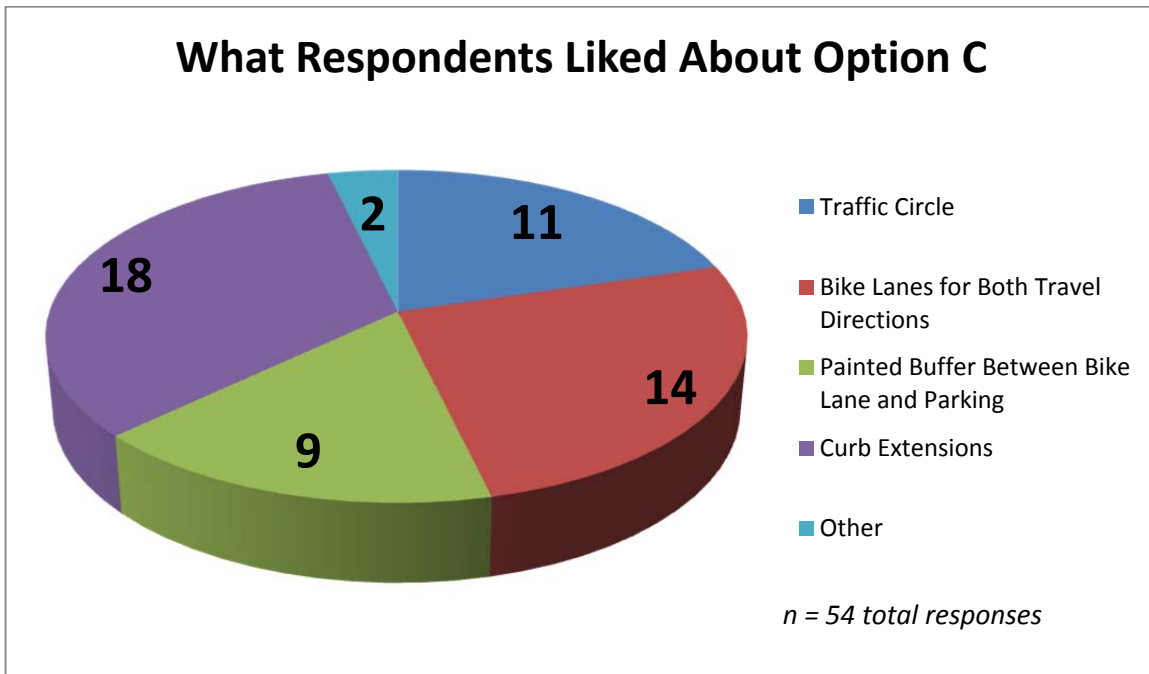
4. Option C: Traffic Circles, Bike Lanes, and Curb Extensions

Option Summary

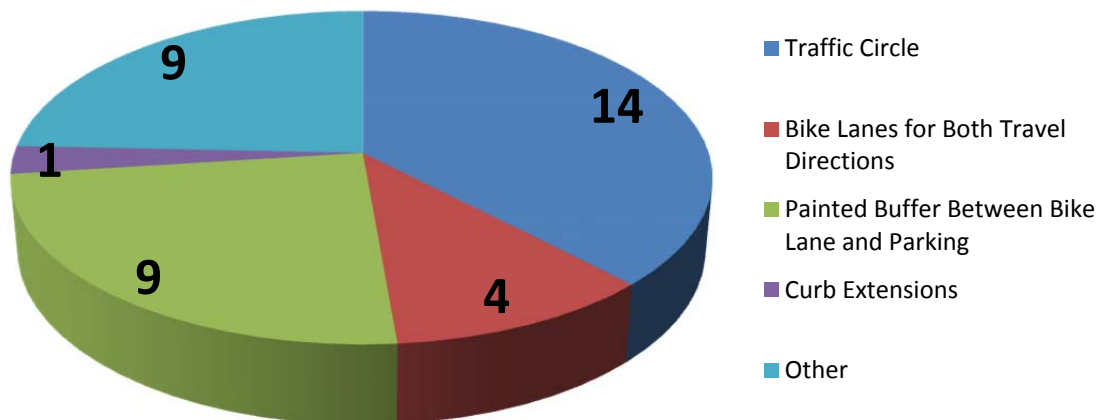
A series of six traffic circles are the main features of this option. This design replaces all of the current 4-way stops with traffic circles and adds two additional traffic circles in areas where speeding concerns have been raised. Curb extensions in several intersections again narrow the roadway in certain locations, and the bicycle infrastructure is a modification of the current with a southbound single bicycle lane marked on the west curb and a single northbound automobile travel lane, enhanced with an adjacent northbound marked bicycle lane that is separated from the parking lane by a painted continuous buffer.

Overall Themes

- Concerns around potential for collisions with both cyclists and motorists entering/exiting circles (14)
- May address speeding/traffic calming issues somewhat but does not address shortcutting (12)
- Concerns with traffic circles close to schools – issues with crossing safety (6)
- Need for better signage, especially for left turns onto 111 Avenue (3)



What Respondents Disliked About Option C



n = 37 total responses

General Comments Option C

- It would be nice if the cycling infrastructure was consistent along the length of the corridor, i.e. Same type, same side of the road
- 108 Avenue and 127 Street is not a 3-way stop [all-way stop]. Three 3-way stops [all-way stops] between 108 Avenue to 111 Avenue is too many.
- Maintains bad lighting!
- I have observed cars racing down 112 Avenue and clipping south bound cyclists
- Green planters inside of the traffic circles
- 4 way stops at all intersections
- Can't decide between B and C
- Love the traffic circles
- Putting both bike lanes on the same side and curb extensions is fine
- What about using "speed tables" instead of traffic circles?
- Groat road is 50 km/hr, so is 127 Street. Lower speed and limit control with cameras.
- Include public art on the traffic circles
- New a more substantial welcome to Inglewood neighborhood signs with historical street lights, village feel
- Buffer zone for bike lane could be wider
- The bike path barrier would be the best options
- Like traffic circles, but prefer 2-way separated bike lane
- Consider bus routes
- As a cyclist I prefer traffic circles
- Where will the snow go in the traffic circles in winter? How does this impact the bike lanes?



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- We have visually impaired members of our community with guide dogs, would this option impair them further?
- I like the wide buffer zone
- Confusing for cyclist wanting to make a left hand turn onto an avenue
- Physical separation between the bike lanes and cars is important. This option fails to accomplish that.
- This option doesn't address the east and west short-cutting issues, especially on 117 Ave. from Groat to 124 Street and from the 7-11 and the Tim's into the neighbourhood
- I like that traffic will be slowed. This option is less straightforward than the physically separated bike lanes.
- Traffic circles will be dangerous for cyclists as they will take the shortest route they can. Also, how will a fire truck maneuver around a traffic circle as fast as possible? Also, consider a bus trying to maneuver around a traffic circle as what happened when the Roxy burned down and traffic was rerouted to 127 Street. Lastly, people will be so frustrated they will begin to use either 126 Street or 129 Street, neither has stop signs, school speed limits, traffic circles. BAD CHOICE Why are some of the traffic circles not at current stops?
- Traffic Circles seem counter to pedestrians and cyclists safety
- How will the buffer zone be marked on Option C?
- What will stop the northbound cyclist from shortcutting around a circle to head west?
- Traffic circles with cyclist on either side of a vehicle sound like a conflict especially in winter.

5. General Questions and Comments on the Options

- A 3D animation of how each option would be interesting to see how they work under the same traffic, bike, and pedestrian flow. Put it on your website for the project.
- Is the area north of 118 Avenue being treated differently?
- Where will the traffic circles go? How many are there going to be?
- Will Camsell redevelopment impact these plans?
- Can elements in the three concepts be mixed together in other combinations?
- What are the advantages of traffic circles over all-way stops?
- Where did the idea for circles come from?
- How will drivers/cyclists see median in the winter?
- Statistics don't seem to support need for traffic calming to reduce speeds, especially on south sections.
- Speeds seem to increase as going north, character of road changes perhaps?
- Speed is maybe not as much the issue as rapid acceleration.
- Glad to see this level of engagement despite low need for calming
- Will these concepts be retracted or dialed back once internal engagement/engineering proceeds?
- How will Camsell development and the increased population impact the function of traffic circles?
- Will this also affect the current one-way nature of 127 Street?
- What are the advantages of traffic circles?
- Traffic circles and curb extensions may have issues with snow removal. How will this be better than current?



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- Will the cycle tracks be cleared well in the winter?
- Snow windows block drainage in cycle lane in spring.
- Do traffic count numbers include cyclists or only motorists?
- Need more “wrong way” signage everywhere on corridor.
- I lean most to Option B, but I do like the idea of traffic circles. Having driven in Europe often, they are easy and keep traffic flowing, but they do freak out [North American] citizens. I can also see them being an issue for disrespectful cyclists
- B or C would be huge improvements
- We have so many short cutters (127 Street and 117 Avenue) coming from 118 Avenue commercial shops (Tim’s, 7-11, etc.) and people trying to skip the big Groat/St. Albert Trail traffic circle and cutting across to get to 124 Street or just “flooring it” for their journey. Help us!
- Lights shine into yard, bedroom. Stop lighting my yard and bedroom.
- Wondering if speed humps would be an option rather than the circles?
- I think snow removal with traffic circles will be problematic. Is there a consideration of eliminating parking along the street?
- I really do not like the traffic circles. Will create a lot of confusion, and will be a distraction for drivers using 127 Street.
- Option A is not a good option
- I really feel that Option B will calm traffic in the most effective manner. Having a physical barrier between bikes and cars is essential if the City really wants people to use the bike lanes. The median strips will serve to let people know that this is no longer a “freeway” onto the Yellowhead. Thanks for all your work on this and for actually hearing our input.
- Traffic circles are a bad idea. Very risky for pedestrians and cyclists.
- Hate A, love C
- I like slow traffic along 127 Street
- Bike lane is a great idea
- I'd like to see the bike lane separated with a divider.
- Encourage more people to walk and take transit on 124 Street.
- Need to be able to walk or bike safely
- We need things like markets to walk to
- Convenient transit system
- Clear signage that said bike lane or one way traffic
- Traffic circles are too dangerous to combine cyclists and cars. Is there another way to slow traffic, “speed bumps”?
- Would really like to retain parking on east side of street, but without compromising width of roadway (travel lane) too much. I like Option B. I don’t care for Option C (really dislike the traffic circle – unclear how many are being proposed and at which locations).
- I think that keen and proactive snow removal can make a very positive impact for this street. I am excited about renewal coming to Inglewood.
- (Noted on Option B map) West-bound traffic on 113 Avenue at 127 Street must enter intersection to see northbound traffic because of vehicles parked on east side of 127 Street. This is dangerous for WB traffic and can spook NB traffic. Please allow at least three car lengths back from intersection with no parking.



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- I think 117 Avenue needs some upgrading. It is heavily used as a feeder from Groat Road/St. Albert Trail to 127 Street and 124 Street. Needs to be paved and parking on one side.
- My priorities: 1) People not cars, 2) Cycling culture, 3) stopping shortcutters from Groat to 124 Street using 117 Avenue. They are burning out of shop signs and speeding through, skipping busier options.
- Overall, looks great! I think you're doing the right stuff, generally.
- The kitchen table meetings were not well advertised and therefore not very transparent. This open house format was much better since everyone was able to hear everyone else's comments and concerns
- Option to have a left turn arrow to access 118 Avenue
- I found the options clear in the questionnaire, but not so clear in the presentation. The city staff were very helpful. It looks like the 127 Street concept collector will be implemented as part of the east side of Westmount (127 Street) with the revitalization. I was not clear about this project until I came to the meeting.
- I am so impressed with the whole process involved in this plan. From the beginning I have felt that your team is really hearing our input and concerns. I am confident that the final plan will reflect the wishes of all the stakeholders and that 127 Street will become a shining example of liveability. Thank you!
- Option B seems to address all community concerns and improve the alternative modes of transportation infrastructure. Dedicated and separate bike lane will help both to reduce traffic by promoting cycling and slow traffic by narrowing road. Traffic circles seem dangerous for pedestrians and cyclists. They don't seem any different than a rolling stop. That is the current problem.
- I have not seen much speeding between 107 Avenue and 11 Avenue, so I don't think we need stop signs or circles.
- Keep bike traffic in same direction as traffic.
- Stantec Engagement emails are great
- I didn't understand the process before I came



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6. Community Open House Feedback

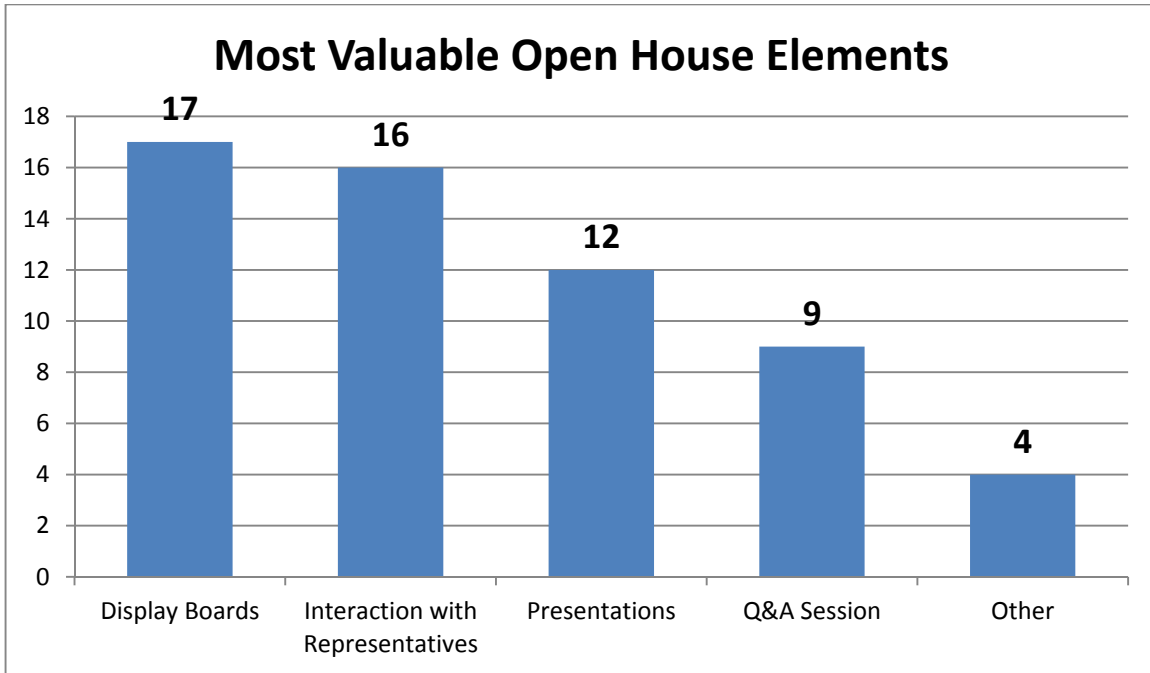
Attendees at the Community Open House were asked to complete an exit survey and provide feedback on the event itself as well as on the project overall and the options listed above. This feedback should be used to help tailor the planning and logistics of future events.

	Strongly Disagree	Disagree	Agree	Strongly Agree	Don't Know
I felt that my concerns were understood.	1		10	8	1
I felt welcome and encouraged to share my views.	1		8	14	
I understood why I was here.	1		10	11	
I understand how my feedback will be used.	1	2	12	8	1
The language was easy to understand.	1		14	9	
The event was well-run.	1		10	12	
The format of the event made sense for what it was trying to accomplish.	1	1	11	9	
The meeting materials were clear and easy to understand	1		13	8	
The project representatives were helpful, friendly, and available to talk to me	1		5	18	
I have a better understanding of the project because of my attendance	1		8	14	
I feel attending this meeting was a good use of my time	1	1	10	11	



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Comments:

- The maps/displays/printouts of options were invaluable and reading the comments of other people and interacting with them was invaluable.

