



# 127 STREET COLLECTOR CONCEPT PLANNING

MAY 2015

## Phase 2 - What Are the Issues and Opportunities? Kitchen Table Meetings (May 12 - 15, 2015)

### What We Heard

As part of the issues identification component of the 127 Street Collector Concept Planning, a series of “Kitchen Table” meetings were conducted in the Westmount and Inglewood neighbourhoods. This meeting format brings a group of residents and stakeholders together in a neighbourhood home for an intimate, small-group discussion with other interested participants.

The Kitchen Table Meetings started with group discussions about the community now and their vision for the future. The comments captured are noted below in sections 1.0 to 3.0.

The groups then went through a mapping /brainstorming exercise, exploring the current experience on the corridor and identified potential challenges and solutions. Those comments are captured in Section 4.0.

Participants looked 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. What attracted you to live in this community?

##### Proximity

- Short commute / Easy to get to work
- Close to downtown without actually being in downtown
- Access / Close to 124 Street
- Close to Westmount and 118 Avenue stores
- Close to the University of Alberta, St. Albert, West End
- It is accessible and central to the city
- Proximity to downtown and the River Valley
- Good access to transit
- Access to Groat Road, facilities, and fitness centre
- Easy to get out of town

##### Walkability/Bike-ability

- Current bike lanes/paths
- Neighborhood is very walkable & likable
- Close to walkable retail i.e. 124 Street
- Safety for kids granted by the one-way traffic

##### Mature Neighbourhood

- Big, old trees, nice canopy especially on the boulevard



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## Community Feel

- Sense of community - Alley system which adds front porches and no front drive-ways
- Schools are nearby for children
- Had a good urban (Toronto) feel
- Strong community feeling
- Changes on 124 Street have made the neighborhood interesting
- The architecture -- there are many old and interesting buildings in the community
- Having old houses with all of their associated problems draws together a community of people who are all interested in those issues
- There are strong, heartwarming vibes in the community
- The neighborhood is safe
- Heritage/style/character of the houses
- Big lots and big backyards
- There are good schools for children
- Accessible out-of-school care i.e. preschool, daycare
- The mix of personalities and characters in the neighborhood
- The availability of housing opportunities for people from a wide range of socioeconomic statuses
- Family orientation of the neighborhood e.g. playschool, schools, playgrounds
- A 'community feel,' you know your neighbors
- Family friendly – a good place to grow roots
- Similar feel to a small town
- The character of the neighborhood
- Good mix of building densities, styles and designs

## Roadway Function

- High priority of snow removal
- 127 Street as a one-way road
- Commercial area on 124 Street
- Safety for kids granted by the one-way traffic
- No traffic coming off of 118 Avenue

## Other

- Potential development of the Camsell hospital site

## 2. What “keeps” you living in the community?

### Future Potential

- Lots of hope for future grants for new/renewed parks
- Neighborhood renewal
- Increasing value in the neighborhood and rising property values
- Community redevelopment initiatives
- Neighboring developments e.g. Blatchford, LRT



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## Proximity

- Access to work is easy whether going North or West
- Everything is conveniently located nearby

## Walkability/Bike-ability

- Increasing walkability and choices for retail and entertainment
- Don't have to own a car
- Higher frequency of plowing of 121 Street – a shared bikeway
- Walkability/accessibility of almost everything
- Bike lanes

## Mature Neighbourhood

- The lots are large
- There is a strong personality and history to the neighborhood, which happens to be why many infill homes are often opposed
- The variety of styles seen in the houses
- The character of the neighborhood
- The greenery

## Community Feel

- Safe neighborhood with low rates of crime
- Farmers' Market
- Neighbors/community
- More engagement with neighbors
- Some cultural separation
- The sense of belonging and the roots that have been laid down
- The diverse age range of the residents
- The block parties and the Halloween party are amazing
- Friendliness of community members
- Great family-oriented community, all of the kids know each other
- Fantastic neighbors – strong social fabric of the neighborhood

## Roadway Function

- Higher frequency of plowing of 121 Street – a shared bikeway (repeated)

## Other

- Everything from the previous question
- The status quo



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## 3. How would you like to see the community look like in the future? What opportunities and challenges do you see to realize your vision?

### Future Potential

- As it does now. Don't want people to be buying with profit or subdividing in mind
- That depends on the hospital

### Walkability/Bike-ability

- There is not enough plowing of the bike lane
- Four-way stops are annoying for cyclists
- People using the bike lane as a turning lane
- Drivers expect cyclists to use the bike lane in both directions
- More infrastructure (at least equal to motor vehicle infrastructure) to support cyclists and pedestrians
- It is difficult to accommodate cyclists – there aren't a lot and, in order to make safe infrastructure, something else must be given up, whether that is boulevard or car lane space
- Parents drop kids off at school and then they jaywalk – a mid-block crosswalk should be developed
- Bike trail [route] should be improved as it experiences heavy use
- A more defined bike path [route] (smooth, safe access, red brick, separated from the road)
- Safe access to bike lanes, especially for young people
- Bike lane use in winter
- Sidewalk snow clearing in winter
- Park sidewalk ends by the daycare – would like to see it extended
- Curb extensions for pedestrians

### Mature Neighbourhood

- Need to keep historic integrity of the neighborhood
- The vision (e.g. what structures should be built) of the community should be decided by the residents of the community
- Community should be safe and comfortable for young and old
- Trees and tree canopy should be maintained
- Would like to see a range of higher density, infill family dwellings
- Would like to see the schools stay open
- Need to see a balance between diversity and density in new housing developments
- More senior's housing
- More landscaping

### Community Feel

- Beware of a bad demographic cycle (e.g. everyone in the neighborhood gets old at the same time) that could result in the neighborhood losing its character
- Would like to see a vibrant community hall
- More design with young families in mind



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## Roadway Function

- Shortcutting on 117 Avenue and associated noise and pollution from vehicles
- One-way road leads to speeding between cross routes
- Four-way stops are very useful for slowing down traffic but bring start/stop noises
- The timing of the lights to leave the neighborhood are slow and you have to 'race against the red' to make it out
- Stop sign at 109 Avenue is not respected
- Shortcutting to get to Tim Horton's
- Street may be too wide as cars/people often pass using the bike lane
- Left turning from 127 Street onto 111 Avenue is challenging – the signs are behind the intersection
- Good traffic (e.g. people going to 124 Street) in the neighborhood is OK but bad traffic (e.g. drug dealers) is not OK, but as the neighborhood gets busier it becomes harder to interact with neighbors and to enjoy the neighborhood
- Don't want to see Westmount area being split up by major roads and becoming too busy
- Would like to see traffic calming measures on 127 Street – speed bumps, they are quiet and effective. These would lead to increased safety due to lower speeds and increased quality of life because of less traffic noise
- Curb extensions are another traffic calming measure that could be used
- A growing 124 Street
- Would still like 127 Street to be one-way
- Slower traffic (40km/hr)
- Even snow clearing across the street
- Make 127 Street more narrow

## 4. Mapping Exercise Comments

*Comments made on 127 Street corridor maps about the current experience on the corridor and identifying potential challenges and solutions. Comments start at Stony Plain Road and work north to 118 Avenue.*

### Stony Plain Road and 127 Street

- Like the street crossing button for bikes that can be activated without dismounting

### South of Stony Plain Road on 127, 126, and 125 Streets

- Need 'No Thru Traffic' or 'No Exit' signage in Groat Estates

### Stony Plain Road

- Drivers are aggressive here, safe pedestrian crossing at this intersection must be a priority so increase crosswalk visibility and any other enhancements that can be made



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## 106 Avenue

- Construction is filling the road with dirt
- Put roundabout/planter in the middle of the intersection

## 107 Avenue

- Need better pavement markings to show bike crossing
- Need driver awareness of pedestrian traffic
- Bike crossing button is appreciated
- Like pavement details, the differences between in texture between the bike lane and the road clearly differentiate the purpose of the two surfaces
- High volume of left-hand turns makes it unsafe for pedestrians crossing on the west side of the intersection, the green light going north should be delayed to allow pedestrians to cross first
- Very busy intersection for a pedestrian to cross at
- Should add a built feature, such as a 'gate' (entrance feature not a road obstruction) to improve neighborhood identity
- Need clearer turning lane identification; need longer walk light for pedestrians; need cyclist actuated crossing signal
- Same issues as Stony Plain Road intersection – the intersection should be narrowed with curb extensions

## 107 Avenue to 109 Avenue

- The street is too wide, cars pass each other here

## 108 Avenue

- Put a roundabout/planter in this intersection

## 109 Avenue

- Put a planter in the middle of the intersection to calm traffic
- Just northwest of the intersection, turn part of the school ground into a public park with benches
- On the north side of this intersection, place curb extensions to slow traffic and allow pedestrians to step out further into the road

## 109 Avenue to 109A Avenue

- Put crosswalk from [Westglen] school to the other side of the street to prevent kids who are being dropped off from jaywalking
- Westglen school should have raised crosswalks in front of it to prevent jaywalking



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## 109A Avenue

- Like the heritage marker but need more of them on the Street
- Parking lot just south of this avenue needs bike parking access
- Put curb extensions on the south side of the intersection
- Drivers turn south from this avenue against the flow of traffic to get into a parking lot just north of Westglen School
- Crosswalk just north needs to be accompanied by curb extensions
- Upgrade the community historical monument

## 109 Avenue to 111 Avenue

- Need traffic calming measures

## 110 Avenue

- Like sign that says 'look right for cyclists'
- People turn south off this avenue onto 127 Street to get into a parking lot, rather than driving around the block and approaching from 109A Avenue
- Sightlines are bad on the southeast end of the avenue

## 110 Avenue to 111 Avenue

- Parking/idling should not be allowed here because condo buildings are very near the road and exhaust could be entering through open windows and doors

## South of 111 Avenue where parking lot meets 127 Street at a diagonal angle

- Bike lane markings are necessary

## 111 Avenue

- Add signage for left hand turning lane
- Would be great to have a bike crossing button in a location that doesn't require the rider to dismount
- Keep the park that is just south of the intersection and expand it to include the diagonal road and the area covered by buildings that the road is in front of
- Lights are on different cycle than 107 Avenue - 107 Avenue lights stop traffic for a long time
- Make left turn lane from 127 Street more visible
- Southeast corner of intersection needs sidewalk along the park – the connection is missing. Historical monuments should also be placed in this intersection. Street trees are needed opposite
- Longer crosswalk time is needed, consider the seniors intersection needs traffic calming measures implemented

## 112 Avenue

- Motor vehicles drive in the bike lane to pass northbound cyclists
- Need 'one-way' signs; need planter/roundabout
- Traffic calming is needed at this intersection



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## 113 Avenue

- Poor sightlines along this intersection from all directions
- Needs roundabout/planter in the intersection
- Bike traffic is ignored here

## 113 Avenue to 114 Avenue

- There are problems on 114 Avenue and on 127 Street just south of 114 Avenue caused by kids being dropped off at school

## South of 114 Avenue on the west side of the Street

- Driveway crossing the bike lane needs better signage/pavement markings to note that there is a bike lane there

## 114 Avenue

- Like bus stop southwest of the intersection

## 114 Avenue to 118 Avenue

- Two-way bike lane and two-way traffic will need some attention

## 115 Avenue

- Four-way stop is not ideal for cyclists
- North side of intersection (also south side of 116 Avenue intersection) needs curb extensions to slow traffic entering the school zone – double traffic lanes invites speeding
- Consider the impact of Camsell Hospital redevelopment
- The transition from one to two lanes is confusing, a median should be placed between the two lanes on the north side of the avenue

## 115 Avenue to 118 Avenue

- Once passing the stop sign on 115 Avenue, people drive as fast as they can to 118 Avenue
- No stop sign in this distance gives cars too much time to speed up

## 117 Avenue

- Lots of people use this avenue to shortcut across 127 Street to Tim Horton's to the west and Groat road to the east, which leads to noisy and speedy drivers. Would like slow down barriers like on 123 Street off of 107 Avenue

## 117 Avenue to 118 Avenue

- Need more crosswalks as this is a high pedestrian traffic area (high density and 7-11 across the street)
- Apartments west of 127 Street need a facelift or some new landscaping to beautify the area
- Lots of jaywalking by/along the apartment block



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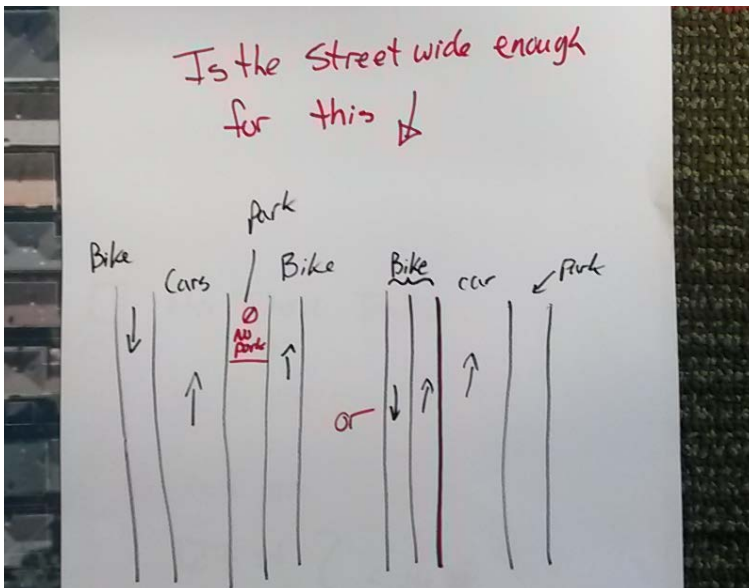
## 118 Avenue

- Drivers head south, against the one-way traffic flow, on 127 Street from the 7-11 to get to 117 Avenue
- Need signage for bike lane
- This is a priority intersection for pedestrian safety, same as Stony Plain Road

## GENERAL

### Considerations for cycling

- There are speed bumps in the bike lane, why is that? Create a bicycle boulevard
- Some cyclists ride north in the southbound bike lane because they do not feel safe sharing a lane with motor vehicles; Sharrow markings are important so bikes know where they can go and cars know to share the road
- Cycling on the sidewalk or cycling northbound in the bike lane occur due to concerns about riding with motor traffic
- Painted bike chevrons [sharrows] really helped northbound cyclists
- Bike lanes are appreciated
- Bike lane doesn't work because cars drive in it – safety of the bike lanes is an issue
- Bike lane is one way but is often used as a two way
- Bike lane should be two-directional; colored pavement; cycle track;
- 'Share the road' signage (should consider seniors)
- Need bike lane that is physically separated from the motor vehicle lanes
- A two-way bike lane would be ideal
- Bike lane turns into a windrow in winter / All season snow clearing
- YouTube bicycle traffic intersections in Amsterdam
- Colored concrete for bike lanes
- Drainage in bike lane needs to be taken care of



Considerations for walking/pedestrians



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- Need separation between pedestrian and motor traffic, even if it's mostly psychological

## Considerations for transit use

- Good bus routes in Westmount i.e. 103, 105, 107

## Aesthetics and Landscaping

- The boulevard trees are loved by community members / Trees must stay along the street
- Should consider the types of vegetation on 111 Street in Lendrum for Westmount
- Westmount had greatest number of 'front yards in bloom' reflecting pride in property, yards, and neighborhood
- Place more benches along the street
- 127 Street needs better lighting
- Keep historical names of Streets and neighborhoods
- Put a community garden at the west end of Camsell

## Community demographics

- Lots of rental homes on 127 Street, but 125 and 126 Streets are mostly lived in by the owners
- Determine demographics (i.e. how many renters and how many owners)

## Traffic & Parking Management

- Keep the one way from Stony Plain Road to 118 Avenue
- Keep 127 Street at its current width
- Take a holistic approach to traffic calming in the area, analyze traffic on Groat Road, 124 Street and 127 Street
- Parking is OK
- Keep the one way Street
- Traffic calming: speed bumps? Traffic circles? Lower speed limit to 40 km/hr
- Add curb extensions on 127 Street and place plants in the curbs
- Do not allow parking off of 114 and 115 Avenue
- Keep free on-street parking

## Other

- Consider the future of Camsell Parking and set time limit to finish the Charles Camsell