



127 STREET COLLECTOR CONCEPT PLANNING

MAY 2015

Phase 2 - What Are the Issues and Opportunities? Online Input (April 20 - May 20, 2015)

What We Heard

As part of the issues identification component of the 127 Street Collector Concept Planning, the community was invited to share and discuss their thoughts about the roadway online. The following are the ideas and comments received from April 20th through May 20th. The text has been posted unedited unless edits for clarity were required.

Topic 1: Where along the 127 Street Collector would you like to see changes?

Idea 1: Take out 4-way stop

Trolley buses no longer exist - take out the 4-way stops and make it free-flow for ALL traffic on 114 Ave. Traffic northbound on 128 St to 114 Ave should only have the stop sign.

Comment 1: *Could this entice more short-cutting from 124 Street and Groat Rd? We have a real short-cutting issue on 117 Ave and I would hate to see that happen on 114 Ave too.*

Comment 2: *I whole-heartedly agree. This situation is an anachronism as is the restriction to buses on 114 Ave. between 128 St. and St. Albert Trail. I hope I never get caught because I'm only driving a compact car.*

Idea 2: Bike lane

The bike lane has been there for over 30 years - how should it look on a new street concept?

Comment 1: *It should be sufficiently distinct and separate from the road so that no "accidental" use of it by cars is possible. Moreover it should accommodate both north and south bound bicycles. Having bicycle traffic on both sides of the road is ridiculous. Having bicycles travel beside parked cars is dangerous (unexpected car doors opening). The bicycle lane should be separated from the motor vehicle lane by noticeable curbing.*

Comment 2: *I like [Commentor 1]'s comment. The idea of having two lanes for bikes is a complicated one though. I don't see how a two way bike lane can make safe connections to regular streets. How would we send cyclists back across the street safely? As an adult riding a bike for commuting or exercise, I will choose to ride with the car traffic rather than have numerous starts and stops on a short bike lane.*

Comment 3: *I hear what [Commentor 2] is saying for sure. [Commentor 1] too. The more cycling stays separated from motor vehicles, the more we continue this uncomfortable sharing. We need to be comfortable with each other to cycle around the city on and off bike lanes. But safety continues to be a concern because cars are not always looking for cyclists. I'm not sure what the balance is. I tend to not like too much segregation of bikes and it makes turning out of the bike lanes more complicated as [Commentor 2] noted. I do love the lane that is there now and I regularly ride northbound with traffic. These bike lanes and sharrows are one of the reasons we move to Inglewood. I'd like to see what has*



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worked in other North American jurisdictions where there is a new cycling culture and cars are still king.

Idea 3: Barrier

Close to North bound traffic

Idea 4: Right turn

Install R turn for traffic north bound on 127 St.

Idea 5: Community access

If 127 St. is to act as N-S collector there should be a similar designation for an E-W collector (114th Ave.) The "Buses only" designation in front of the former Charles Camsell should be removed. There should be no access to the community other than via the designated collector roads i.e. close off all other roads at 111 Ave, 118 Ave and 124 St.

Designate one of the avenues parallel to 111 Ave as Bicycle Road and prohibit bicycle traffic along 111 Ave. Motor vehicle traffic is too heavy to also accommodate bicycles.

Idea 6: Better signage for traffic lanes

When cars approach this intersection there is signage for the left lane being for left turns only. However, once you are waiting at the red light, those signs are behind you. Many times I have had near miss accidents with cars going straight in the left hand turn lane. This same issue happens on 107 Ave as well.

Idea 7: Stop short-cutting

There is a west and east bound stop sign on 117 Ave. It doesn't do much to stop short-cutting. 117 Ave is being used for cars coming off 124 St (to access 7-11, Tim's, Groat Rd), coming down the alley from 7-11, coming from Tim's, or going to or from Groat Rd near the 118 Ave traffic circle. Over the years it has increased.

What stops short cutting? Barriers? Bumps? Those extended curbs east of 124 St north of 107 Ave?

Topic 2: What are the top issues or opportunities that you see with the 127 Street Corridor?

Idea 1: The roadway is much more than a strip of asphalt!

It is a piece of the community fabric and provides opportunities for neighbourhood interaction, a place for cars, pedestrians, transit and cyclists.

Comment 1: *Complete streets means roadways developed with all users being considered and the best, most appropriate design for such.*

Idea 2: User safety, cars, bikes, pedestrians, and transit

All modes should be considered.



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Idea 3: Better separate the bike lane from vehicle traffic

The more distinct the bike lane is, the safer it is. One reoccurring problem is vehicles parking in the bike lane. This forces cyclists into oncoming traffic ...not ideal for safety. The worst culprit for this is a milk delivery truck that delivers milk to Westglen. Shame on the milkman! :)

Idea 4: Slow traffic and add 2-way separated bike lane

The wide right-of-way currently allows traffic lots of room to speed, and they do. By adding a second bike lane (bi-directional) and separating it with a curb or barrier, it will not only provide needed additional cycling infrastructure, but will slow traffic as well with a narrower right-of-way.

Idea 5: Parking

Because parking is limited to one side of the street it can be difficult to find parking. The increasing number of duplexes is only adding to this difficulty in that they double the amount of parking space needed on the street. There are also cases where vehicles are left idle for much longer than the 72 hour limit provided in the bylaw. Perhaps issuing permits for two vehicles per full-sized lot for street-front parking would help to mitigate this ever increasing problem. I've seen resident parking permits in many jurisdictions but I don't know how the costs of such a program are covered. If a nominal cost-recovery fee was required it could be palatable to residents in that it gives them easier, more reliable access to their homes. Over- capacity parking could be absorbed by the quieter neighboring streets that have parking on both sides of the street.

Idea 6: Bicycle route - Lots of cyclists on the roadway

During my visits to the neighbourhood, I was surprised to see just how many cyclists were using the bike lanes.

Idea 7: Build a 121 St Connector; 2 Limit 124 St & 127 St traffic

Comment 1: *Construct the main connector from downtown along the old CN right of way down 121 St.*

Comment 2: *Neither 124 St nor 127 St were intended for the kinds of traffic being anticipated. So I suggest that traffic along both be limited to area traffic only. This would allow 124 St to further develop as a strip of boutique stores. Only buses should be allowed as through traffic.*

Comment 3: *Close 127 St to traffic at Stony Plain Road and 118 Ave. Maintain the one-way designation. Widen the bicycle lane in this stretch to accommodate bicycles in both directions. Physically separate the bicycle lane from the automobile traffic. It should be noted that in the Stony Plain Rd - 118th Ave stretch there are three elementary-age schools requiring extra care. If 127 St is not closed off at 118 Ave direct traffic onto 111th Ave wishing to travel north on 127 St to turn right onto the short St Albert Trail - 127 St connector and then left onto 127 St.*

Idea 8: Speeding traffic issues

Need to add more 4 way stops especially at 113 Ave to slow down speeders on 127 St.

Idea 9: Way finding for cyclists

The bike lane should have a name and an indication for cyclists where it goes. It is frustrating taking a bike route that ends without warning!



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Idea 10: Tall Sculpture in John. G Niddrie Park

The tiny park at 127 St & 111 Ave (John G. Niddrie Park) is seldom used. If we were to commission a piece of artwork tall enough and accessible enough to house wireless communications, that space could be leased to mobile providers ...and the money could go to the community league.

Perhaps the sculpture could pay homage to Niddrie's passion for education.

Idea 11: Shortcut - 117 Ave to access/leave 7-11, 124 St, Groat Rd, Tim's

Since attending a recent kitchen table session I have been more observant about what is happening around our area. People coming down the alley from 7-11 on 118 Ave to 117 Ave to just circle around and go to the Groat traffic circle or Tim's is a really issue. We have some car's just circling! Plenty coming off 124 St to cut through as well. It is an issue at night as people with loud mufflers, stereos, and tearing out of stops signs wakes us up.

Making it less convenient for short cutters would really improve the residential quality of the area. Better for kids, pedestrians, cycling, and local traffic.

Idea 12: Slow down speeding cars

The last stop sign on 115 Ave is used as an acceleration point for many drivers. The speed they reach by the time they get to 118 Ave is awful. I know this happens all along 127 St as well. Is this because it becomes the full two lanes in that area?

Keeping the area slower and safer will really help the local residents safely enjoy the area better, encourage more walking and cycling too.

Idea 13: 1. Slow safe route for cars, bikes, pedestrians.

Most important to me is that this is a slow route through the neighbourhood. I like that it is one-way. It could still be made slower for traffic. I would like to see a well demarcated bike lane. More landscaping to make it slower for cars.

Idea 14: Left turn prohibition

There has recently been added a no-left-turn sign at the intersection of 127 St. and 111 Ave for vehicles traveling east; no turning, ever! I am at a loss in determining any reason for this new measure as this is the only intersection that has such a prohibition. Vehicles can turn north at 128 St. or 126 St. so there appears to be little advantage to the new restriction; turning left at these intersections require vehicles to travel through narrower side streets and negotiate a series of stops and turns. So my questions are: why has this change be made, is it really solving a problem or is it creating more problems, could the restriction at least be limited to peak hours, and finally, could this change be reversed?

Comment 1: *I live just a few houses north of 111 Ave on 127 St. The turn restriction has made a huge positive change for us. Cars used to race the light or other cars when turning then continue to accelerate on the open street. These drivers would often fly past my house at well over a safe speed. It was scary for me to have my kids in the front yard.*



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Idea 15: Out-dated parking restrictions

There are out-dated parking restrictions that were put in place surrounding the old Camsell Hospital and limited length of stay to one or two hours and can impose parking difficulties on residents. They should be relocated perhaps to the St. Andrews Catholic School that has become increasingly active with a number of programs being added there.

Idea 16: So, what is a collector route?

As a resident of Inglewood who has lived on 127 St. for twenty years, I envision a collector route to be a strategy in traffic and road planning that allows people to access main routes while taking some congestion away from those same routes. My street provides just that for people traveling North between Stony Plain Rd and 118 Ave.

Although there are busy times during the day, when dozens of cars may pass each hour, there are some considerable advantages to living on this fine street: because snow removal units muster at the south end, I have my street plowed within a few hours after snow removal commences - we are also first to have our streets swept in the spring; I also have very easy access to main roads like St. Albert Trail, Groat Rd, 124 St, 118 Ave, 111 Ave, and even the Yellowhead living on a collector route; I also often make use of the bike lanes during the summer and find they provide a much safer environment for travel than the busier roads.

Idea 17: Bike lanes benefit not only cyclists

As a friend of mine, an avid cyclist and bike lane advocate, recently pointed out, bike lanes benefit not only cyclists, but the entire community in that they provide better access for emergency vehicles by keeping a lane open to them when the need arises.

Idea 18: I'd like to see the bike lane separated with a divider

I think it would feel safer to have kids riding in that lane without fear of swerving out or cars swerving in.

To weigh in on the conversation online, go to edmonton.ca/127StCollectorPlan.