



THE WAY WE MOVE

112 Avenue
Public Realm Enhancements
Public Meeting

TRANSFORMING | **EDMONTON**

BRINGING OUR CITY VISION TO LIFE



September 16, 2013

Welcome

Agenda

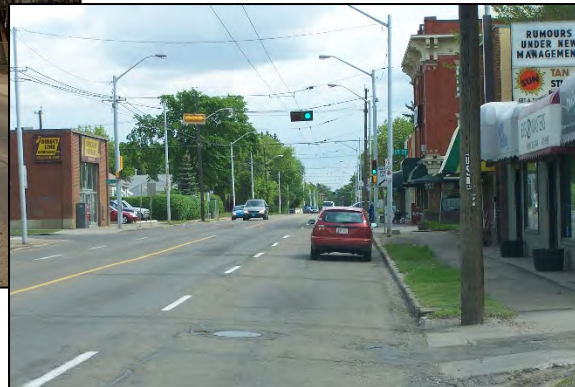
- Introductions
- Background and Context
- Public Realm Enhancements Concept Plan
- Questions
- Conclusion

Meeting Purpose

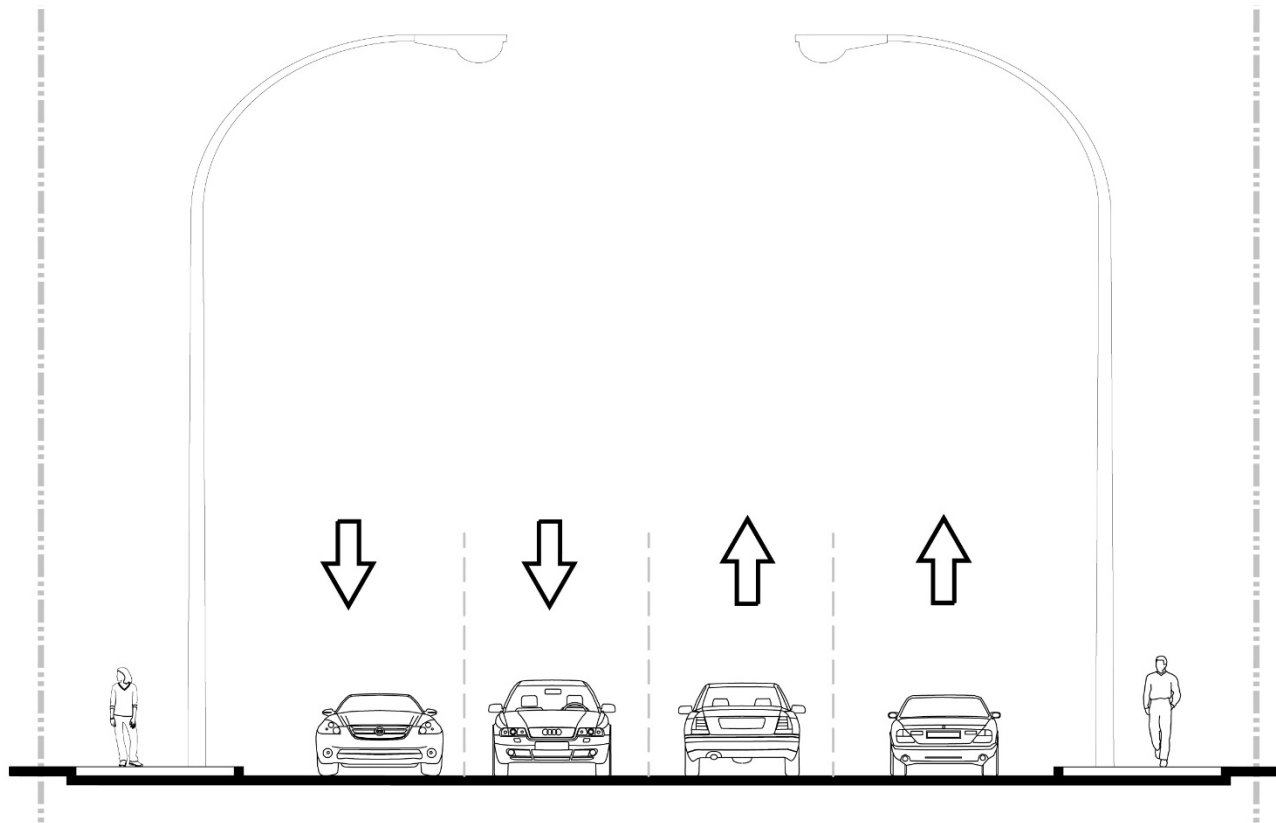
- To provide information on the 112 Avenue Public Realm Enhancements project. This is an opportunity for area residents, businesses and community stakeholders to learn more about the project and to provide feedback on key enhancements.

Corridor Background

- 112 Avenue between 68 Street and 50 Street:
 - Arterial Road
 - 4 lanes (2 in each direction)
 - 2 blocks of commercial businesses
 - 50 km/h speed limit



112 Avenue – Typical Block



Project History

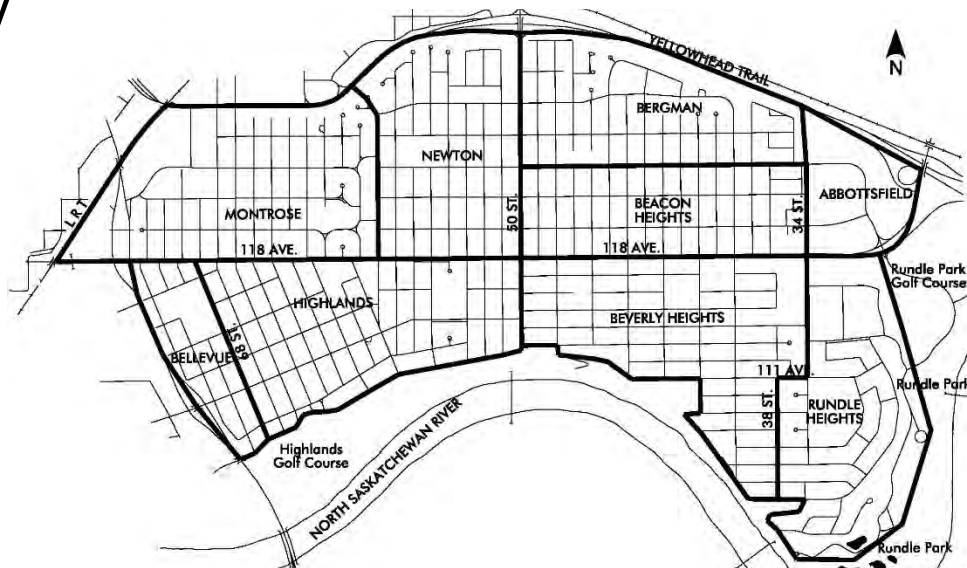
- As part of the Arterial Rehabilitation Program, the reconstruction of 112 Avenue between 50 Street and 68 Street is planned for 2014.
- In November 2011, the Transportation Committee directed Administration to undertake a study to reduce the number of traffic lanes on 112 Avenue through Highlands prior to the reconstruction of the roadway.

Concept Plan

- Technical assessment completed to assess the potential of reducing the number of traffic lanes from four to three lanes.
- Public Involvement plan undertaken to collect public input regarding:
 - Draft concepts
 - A potential lane reduction
 - Key areas for aesthetic enhancements

Public Involvement Process

- 700 people participated in a series of meetings and online consultation within the study area.
- A further 900 participants were involved in a telephone survey



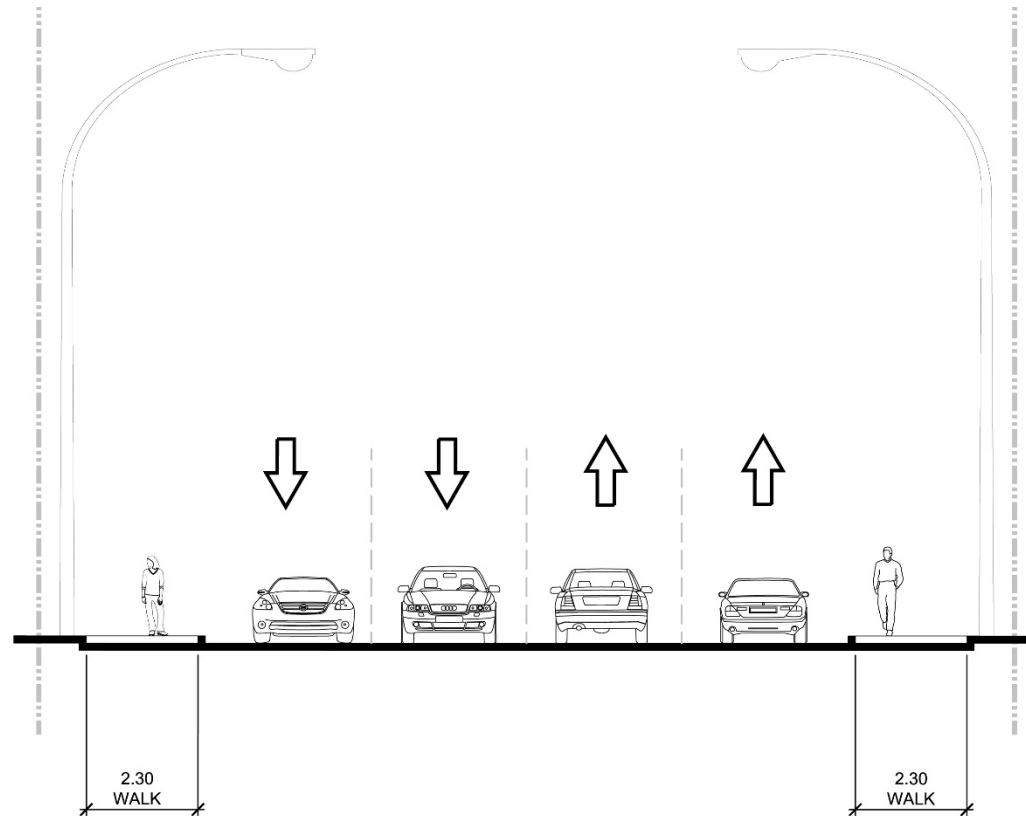
Public Involvement Process

- Overall, the input revealed that the most important factors to consider include:
 - Pedestrian Safety
 - Walkability
 - Traffic flow
 - Residential Access

Public Involvement Process

- Following the workshops, open house, and online input, a telephone poll was conducted to review public involvement findings with the general population.
 - Overall study area: Participants were split in their support for walkability and pedestrian safety versus traffic impacts and travel times on 112 Avenue.
 - There were strongly divided opinions in Highlands and Bellevue.

Approved by Council – March 2013



Typical Block

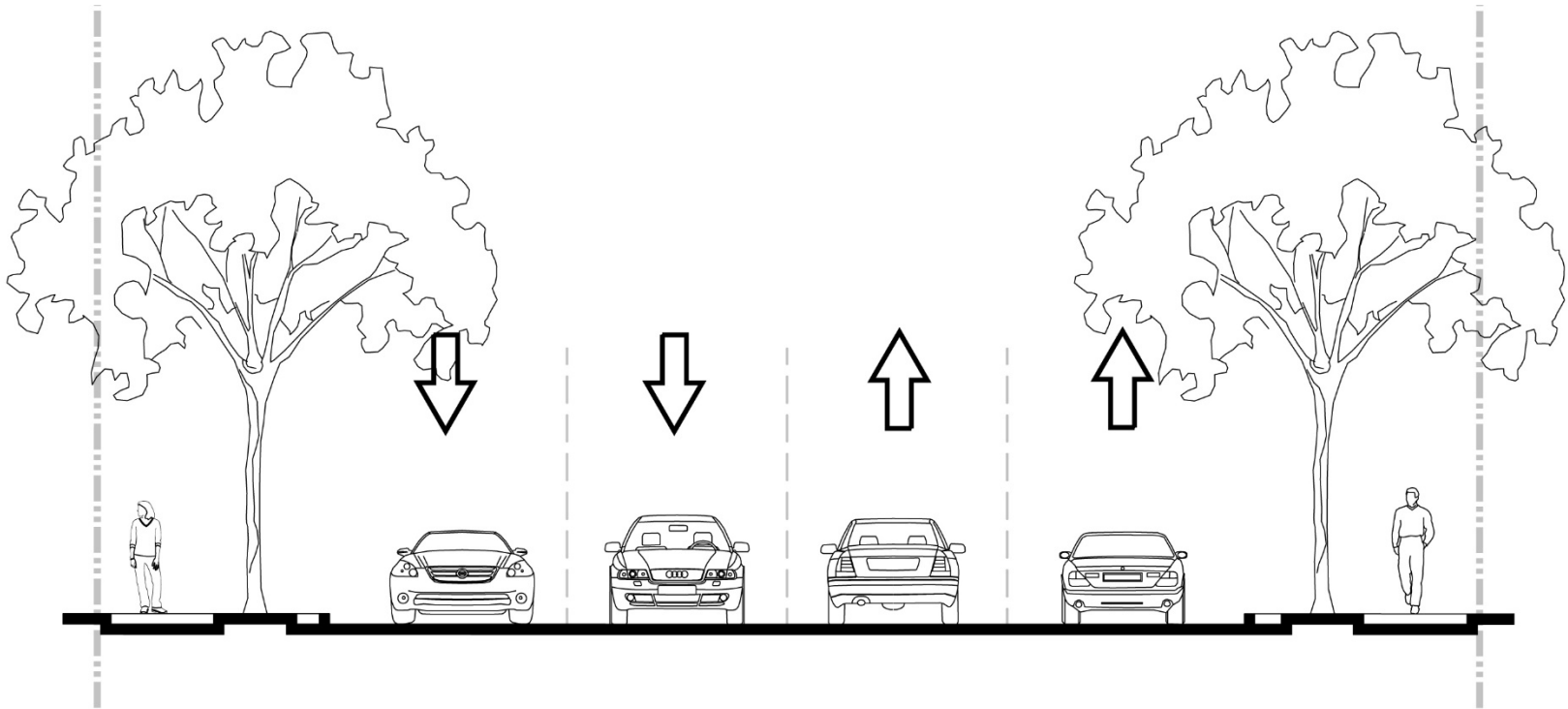
Complete Streets

- Throughout the Public Involvement process, participants consistently identified concerns about speeding and the need to separate pedestrian and vehicles to create a comfortable pedestrian environment.
- These could not be addressed in the approved four-lane option.

Complete Streets

- City Council passed the Complete Streets Policy in May 2013.
- Holistic approach to roadway design.
- Develop roadways that are safe, attractive, comfortable and welcoming to all users.

Complete Streets Pilot Project



Typical Block

Public Involvement (June 2013 – present)

- Stakeholder Interviews
- Stakeholder Committee
 - Community League representatives from Highlands and Bellevue
 - Businesses owners and operators from the commercial area.
 - Input to help build designs
- Today: Public Open House – Feedback on designs
- Future: Information session (pre-construction)

Project Overview

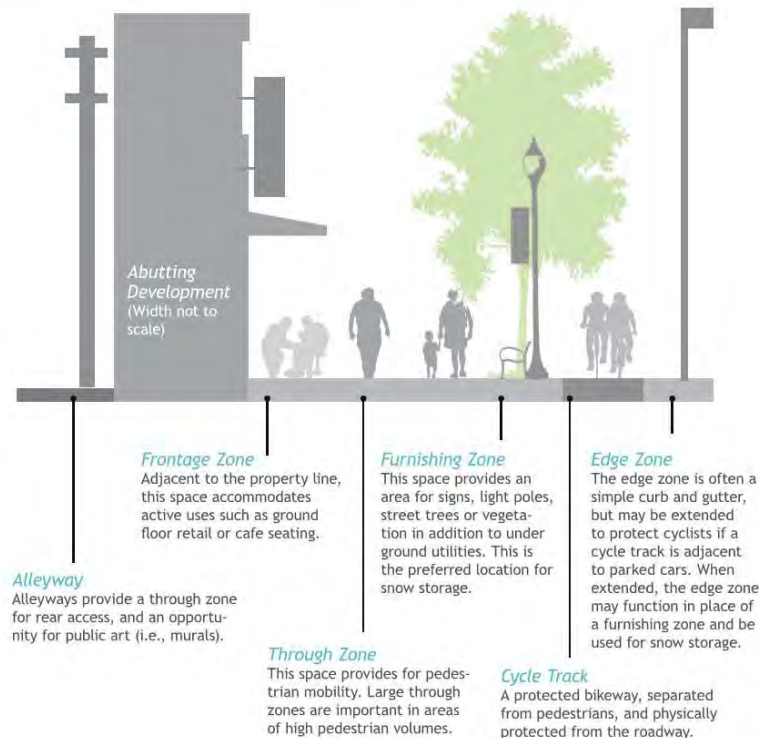
➤ What are “Public Realm Improvements”

- “Public Realm” is considered to be the part of the road right-of-way between the curb and the property line.
 - Typically broken into zones (starting from the curb):
 - Edge Zone
 - Furnishing Zone
 - Through Zone
 - Frontage Zone
- Improvements typically consist of tree planting / landscaping / furniture / decorative pavement / lighting / planters / etc.

Complete Streets Guidelines (Pilot Project)

4.0.2 Street Component Definitions (Abutting Property to Curb)

These illustrations define the functional areas of a street that are necessary to consider when designing streets and provide useful definitions when applying the Complete Streets elements.



Project Team Goals

- Holistic approach, “Push the envelope” in the spirit of the Complete Streets pilot project, create a more walkable corridor, develop an ideal cross section for the corridor/community.
- Open communication and develop trust within the community, do the best job possible.

Project Team Goals

- Create a safe and clear buffer between vehicular and pedestrian zones, licence to be creative and challenge each other, introduce connectivity with park trails, complete the project on time, get a good tender date.
- To be a pilot project that is mindful of the community, process, output, and communication; links work to City vision, integrate road & improvement with greater neighbourhood, good coordination, and be cost effective with good design.

Project Objectives

Make the communities of Highlands/Bellevue more pedestrian friendly through improvements to 112th Avenue that:

- Improve pedestrian safety;
- Improve walkability;
- Provide better connection to existing transit stops; and
- Promote better interconnectedness within and between the neighbourhoods.

Context



LEGEND:

- FULL SIGNAL
- ▲ PEDESTRIAN SIGNAL
- MARKED PEDESTRIAN CROSSWALK

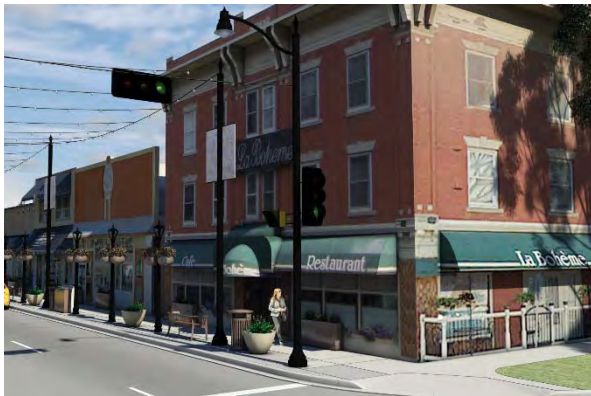
Concept Progression

Early Concepts



Concept Progression

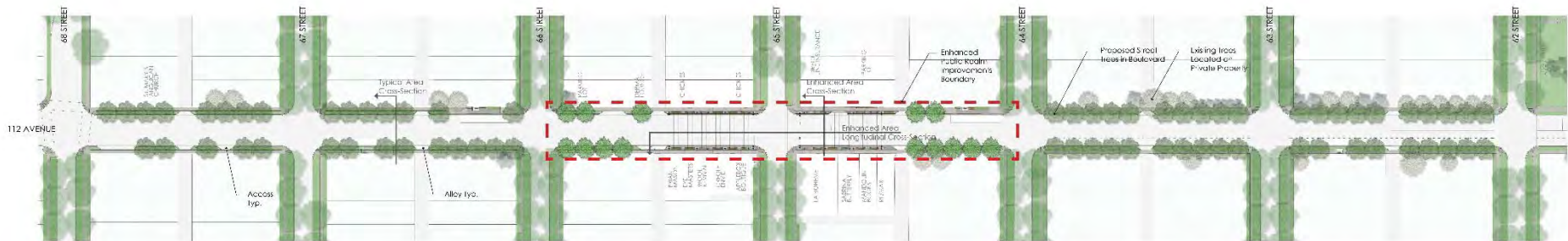
Concept Refinement



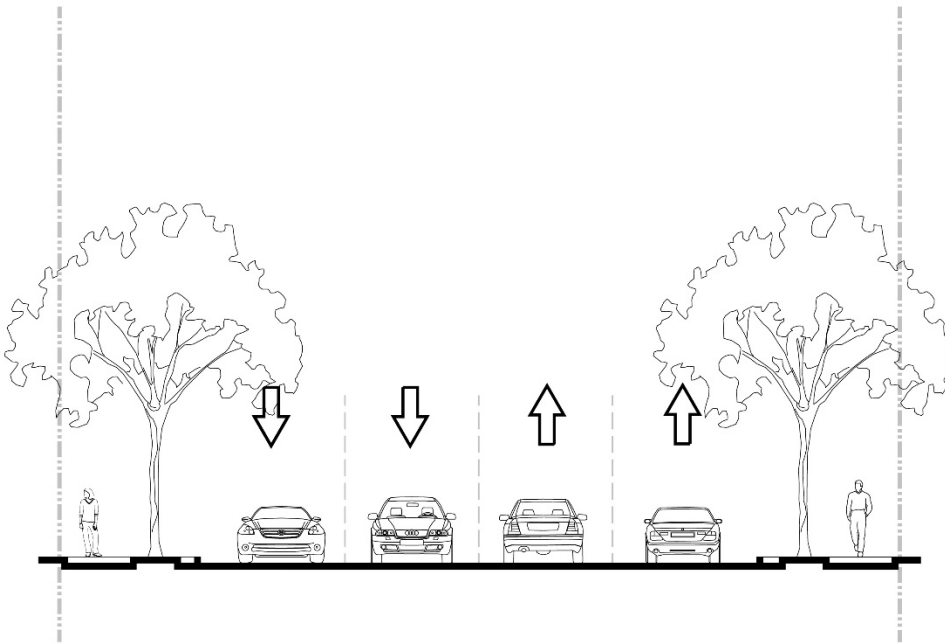
Recommended Concept

112 AVENUE PUBLIC REALM IMPROVEMENT: PROJECT SCOPE PLAN VIEW - (68-62 STREET)
SLP LMBLR 16, 2013

Edmonton ISL Engineering and Land Services



Draft Concept (Typical Block)



Proposed 'Complete Streets' Residential (Non-Enhanced) Area Cross-Section

112 Avenue - Extracted from the Public Realm Improvement Concept

Scale 1:100

Draft Concept (Typical Block)

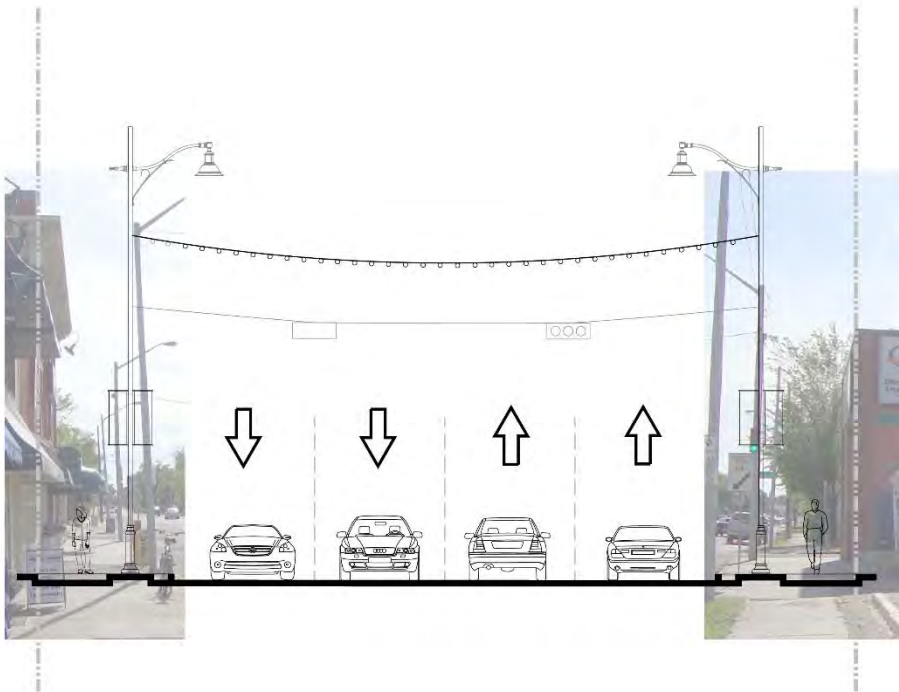
Looking West on 112 Ave towards 67 St.



Draft Concept (Enhanced Blocks)



Draft Concept (Enhanced Blocks)

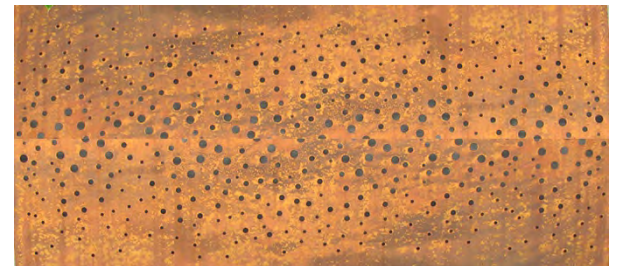


Proposed 'Complete Streets' Commercial (Enhanced) Area Cross-Section

112 Avenue - Extracted from the Public Realm Improvement Concept

Scale 1:100

Screen Concept (Enhanced Blocks)



Bollard Concept (Enhanced Blocks)



String Lights (Enhanced Blocks)



String Lights (Enhanced Blocks)



String Lights (Enhanced Blocks)



No String Lights (Enhanced Blocks)



Winter Scene (Enhanced Blocks)



Draft Concept (Enhanced Blocks)

Looking (South) East on 112 Ave towards 65 St.



Existing Conditions



Draft Concept (Enhanced Blocks)



Existing Conditions



Draft Concept (Enhanced Blocks)



Existing Conditions



Draft Concept (Enhanced Blocks)



Enhanced Bus Stop Waiting Area



Draft Concept (Street Furniture)



Backed Bench with Wood Slats



Litter
Receptacle



"Q" Bike Rack



Newspaper Corral

Draft Concept (Street Furniture)



Decorative Light



At-Grade Concrete Planter



Banners

Placemaking Opportunities



'Hitching Post'



Community
Message Board



Historical Street
Sign Blades

Questions – Ground Rules

- Speakers will be chosen randomly by the facilitator. The order will be determined by the facilitator.
- We will have two rounds of three questions (6 speakers total).
 - 2 minutes for each speaker to ask a question or make a comment
 - One follow-up question (max. 1 minute)
- Additional questions from same person will not be recognized until no new participants want to ask questions

Questions

- If you are not able to ask your question during the Q&A :
 - talk to the project team members after the presentation or
 - write your question down on the feedback form and we will get back to you.

Thank you!