



THE WAY WE MOVE

# 112 Avenue Reconstruction What We Heard

TRANSFORMING | **EDMONTON**

BRINGING OUR CITY VISION TO LIFE



**December 11, 2012**

# Agenda

- Background
- What We Heard
- Response to What We Heard
- Next Steps
- Questions and Answer Session

# Meeting Purpose

- Share results from November 2012 consultation
- Report on adjustments made to plans as a result of public input and provide additional information in response to questions that have been raised
- Solicit additional feedback on key issues needed to finalize information for City Council's consideration

## Background

- The reconstruction of 112 Avenue between 50 Street and 68 Street is planned for 2014
- Concept Plan under development to consider:
  - Roadway Cross-sections
  - Aesthetic Treatments
  - Traffic Circulation
- City Council provided direction to consider a traffic lane reduction with input from relevant communities and stakeholders

# Public Involvement Process

- Opportunity for public input regarding:
  - Draft concepts
  - A potential lane reduction
  - Key areas for aesthetic enhancements

# Public Involvement Process

- The following public involvement activities are planned:
- Community Workshop on November 7<sup>th</sup>
  - Community Workshop on November 21<sup>st</sup>
  - Online Survey
  - Drop-in Session on December 11<sup>th</sup>
  - New Information Session in January 2013

## What We Heard

- A total of 373 participants took part in the Online Survey and two Community Workshops
- Participants Representing:
  - Highlands Community (62%)
  - Adjacent Communities (33%)
  - Other Areas of the City (5%)
- The majority of respondents (96%) use 112 Avenue on a regular basis

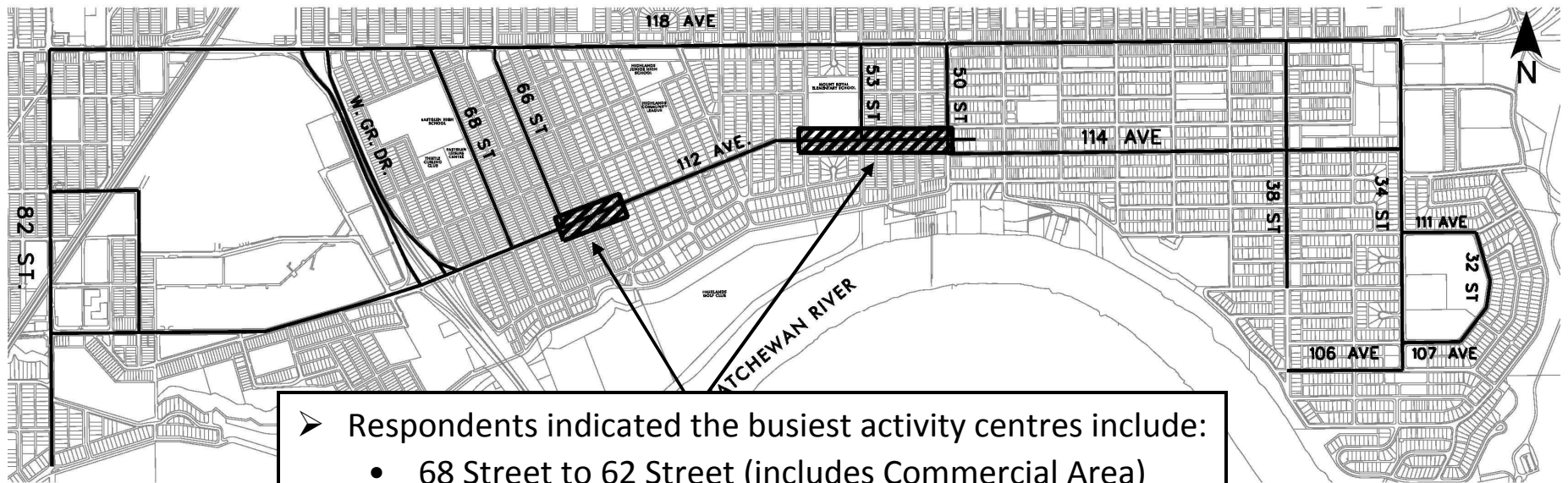
# What We Heard

- Important Corridor Factors to Consider:
  - **Pedestrian Safety** identified as the most important factor
  - **Improved Walkability, Smooth Traffic Flow, and Residential Access** ranked in the top five of each survey
  - **Reduced Travel Times, Commercial Area Enhancements, and Aesthetics** ranked the lowest

## What We Heard

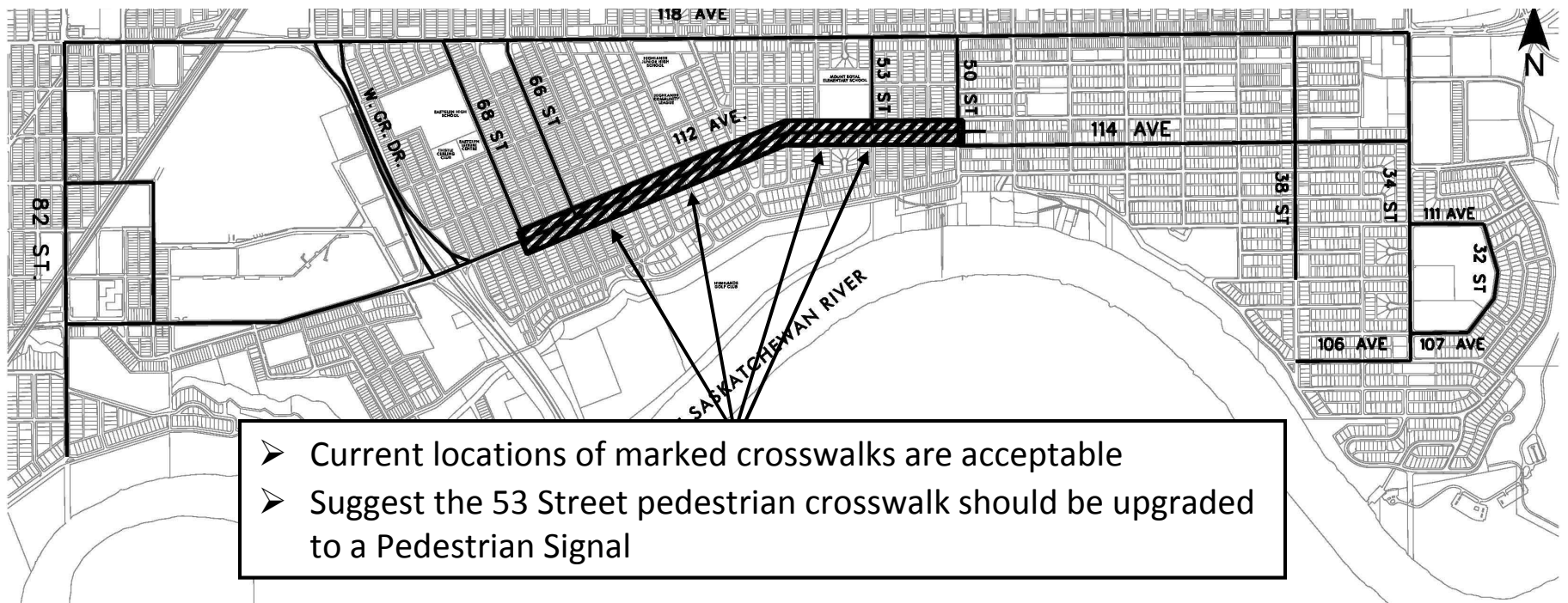
- Important Corridor Elements to Include:
  - **Green Spaces** and **Street Side Tree/Shrub Plantings** were most strongly supported
  - **Reduced Number of Traffic Lanes, Left Turn Lane, Decorative Streetlights** and **Community Signage** were supported by just under half of respondents
  - **Wider Sidewalks, Wider Boulevards, On-Street Parking** and **Street Furniture** were almost evenly split in the level of support and non-support

## What We Heard



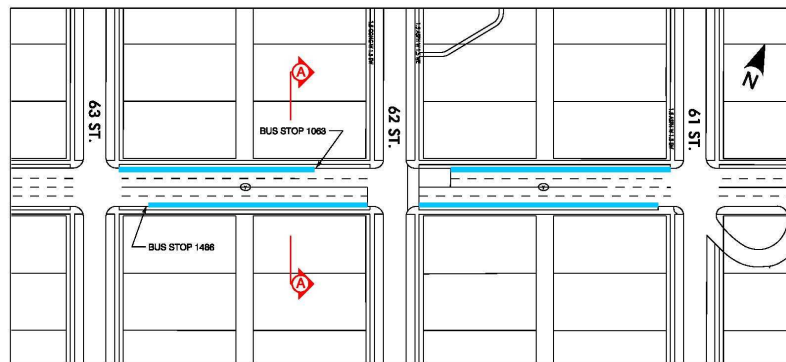
- Respondents indicated the busiest activity centres include:
- 68 Street to 62 Street (includes Commercial Area)
  - 55 Street to 50 Street

## What We Heard



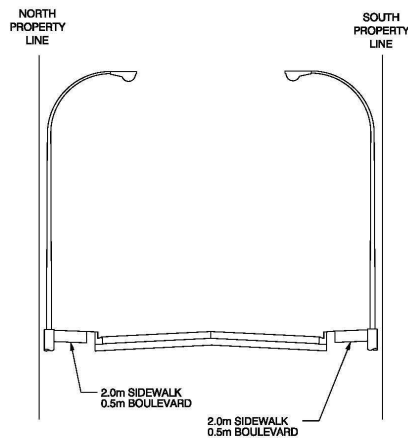
# Concept Plan 1 - Four Lane Roadway

## 112 AVENUE, 50-68 STREET 4 LANE RESIDENTIAL AREA CONCEPT PLAN



LEGEND:

 PARKING DURING OFF-PEAK TIMES ONLY



NOTE:

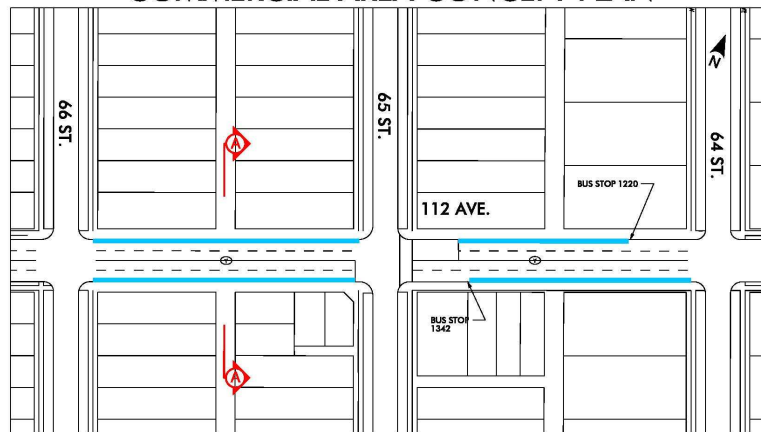
ENHANCED LANDSCAPING, DECORATIVE STREET LIGHTS,  
AND STREET FURNITURE TO BE CONSIDERED DEPENDANT UPON  
AVAILABLE BUDGET AND DESIGN CONFLICTS WITH EXISTING UTILITIES

### SECTION A-A

Residential Area

# Concept Plan 1 - Four Lane Roadway

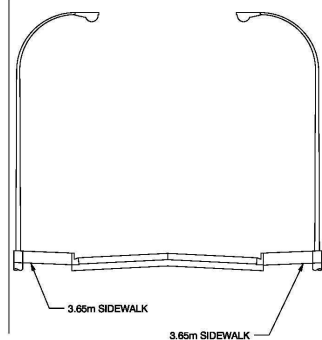
## 112 AVENUE, 50-68 STREET 4 LANE COMMERCIAL AREA CONCEPT PLAN



NORTH  
PROPERTY  
LINE

SOUTH  
PROPERTY  
LINE

LEGEND:  
PARKING DURING OFF-PEAK TIMES ONLY



NOTE:  
ENHANCED LANDSCAPING, DECORATIVE STREET LIGHTS,  
AND STREET FURNITURE TO BE CONSIDERED DEPENDANT UPON  
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### SECTION A-A

Commercial Area  
(64 Street to 66 Street)

## What We Heard

### ➤ Concept 1 - Four Lane Roadway

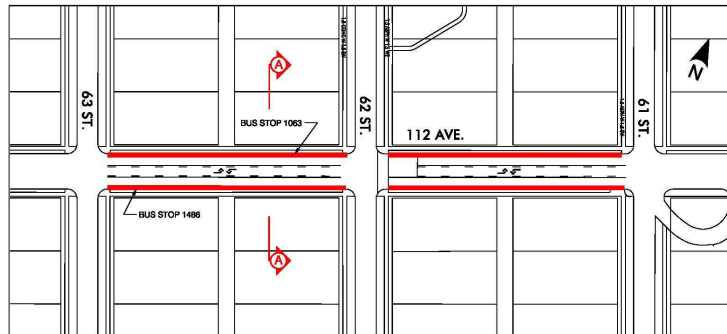
- Over 60% of respondents indicated the proposed sidewalk width will meet pedestrian needs
- On the boulevard width, respondents were divided on whether it provided a comfortable separation
- Close to two thirds of the respondents feel comfortable making left turns into the neighbourhood
- Close to half of respondents support the amount and type of parking in the commercial area

# What We Heard

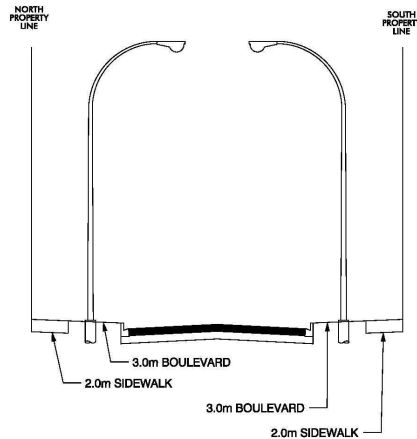
- Concept 1 - Four Lane Roadway - Other Comments
  - Some noted support for the Four Lane Roadway with an improved surface and that this best meets the needs of commuters
  - Some indicated they do not support the Four Lane Roadway because it does not provide any benefits over the current situation

# Concept Plan 2 - Three Lane Roadway

## 112 AVENUE, 50-68 STREET 3 LANE RESIDENTIAL AREA CONCEPT PLAN



LEGEND:  
— NO PARKING



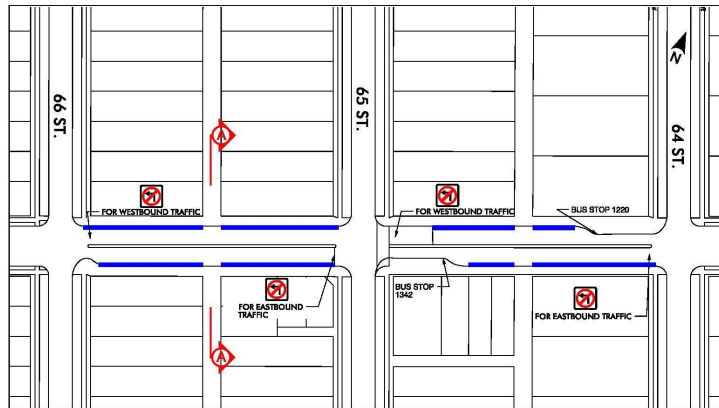
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**SECTION A-A**

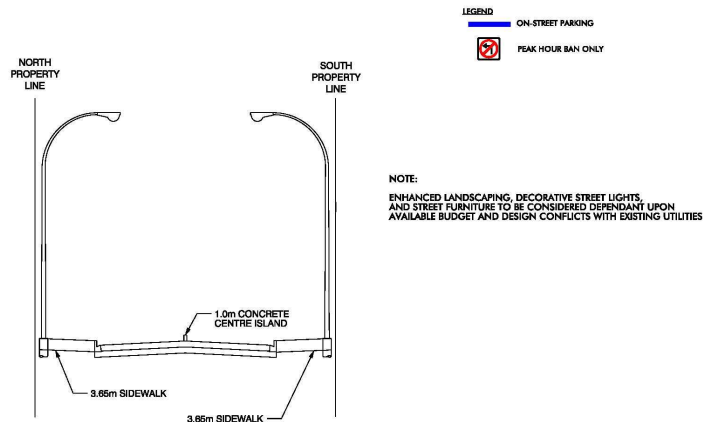
Residential Area

# Concept Plan 2 - Three Lane Roadway

112 AVENUE, 50-68 STREET  
3 LANE  
COMMERCIAL AREA CONCEPT PLAN



Commercial Area  
(64 Street to 66 Street)



NOTE:  
ENHANCED LANDSCAPING, DECORATIVE STREET LIGHTS,  
AND STREET FURNITURE TO BE CONSIDERED DEPENDANT UPON  
AVAILABLE BUDGET AND DESIGN CONFLICTS WITH EXISTING UTILITIES

**SECTION A-A**

## What We Heard

### ➤ Concept 2 - Three Lane Roadway

- Approximately 70% indicated the proposed sidewalk width will meet pedestrian needs
- Almost 60% believe the dedicated left turn lane will improve access to the neighbourhood
- Just over 60% would feel comfortable using the dedicated two-way left turn

# What We Heard

## ➤ Concept 2 - Three Lane Roadway

- Just under half believe:
  - The shorter pedestrian crossing distance along 112 Avenue resulting from a lane reduction is important
  - The lane configuration will accommodate commuter travel needs
  - The amount of parking provided within the commercial area will meet needs
- Respondents were split in believing that the limited left turn access within the commercial area will meet needs

# What We Heard

- Concept 2 - Three Lane Roadway - Other Comments
  - Mixed Views:
    - Neighbourhood Short-cutting
    - Bus Pullouts to reduce impacts on traffic flow
    - Commercial Area Concrete Median
    - Commercial Area Parking

# Response to What We Heard

## ➤ Marked Crosswalks

- Based on public input, the current crosswalk locations meet community needs
- The 53 Street pedestrian crosswalk will be assessed for a Pedestrian Signal in design

## ➤ Sidewalk and Boulevard Widths

- Based on public input, the proposed sidewalk and boulevard widths meet community needs

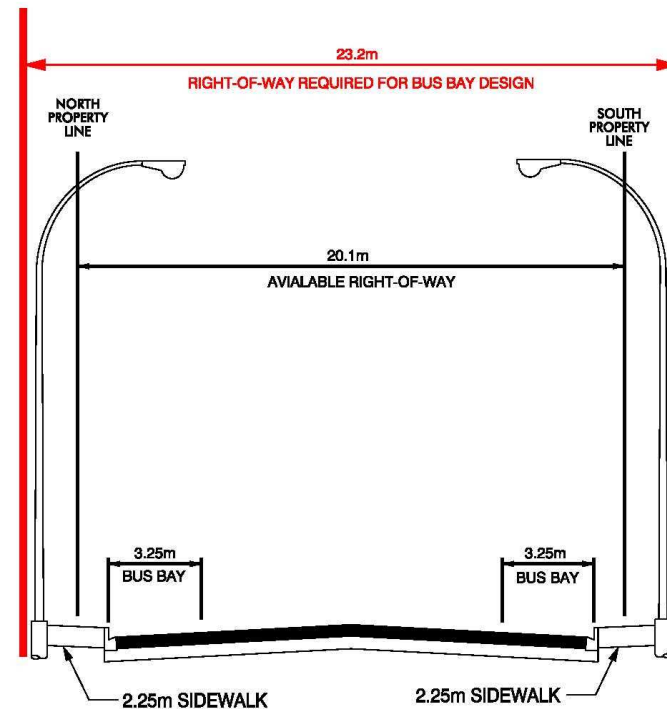
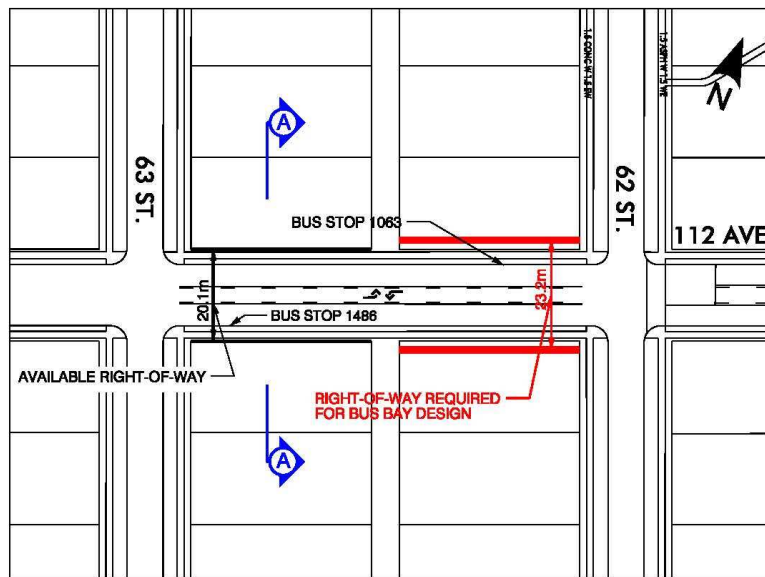
# Response to What We Heard

## ➤ Bus Bays or Pullouts

- It is not physically possible to accommodate bus bays within the Three Lane Roadway Concept Plan
- Transportation Services has concerns regarding bus bays and their likelihood to cause delays to the transit schedule

# Response to What We Heard

## 112 AVENUE, 50-68 STREET 3 LANE RESIDENTIAL AREA CONCEPT PLAN



SECTION A-A

- 2.25m sidewalk required for the deployment of Handicap Ramp on buses

# Response to What We Heard

- Most of the centre median within the Commercial Area will be removed
- Consideration will be given for the removal of the peak hour left turn restrictions in the Commercial Area

# Response to What We Heard

## ➤ Commercial Area Parking

- The two curb extensions must remain to accommodate the bus stops
- It is not physically possible to provide additional angled parking along the side streets within the Commercial Area

# Response to What We Heard

## ➤ Aesthetics

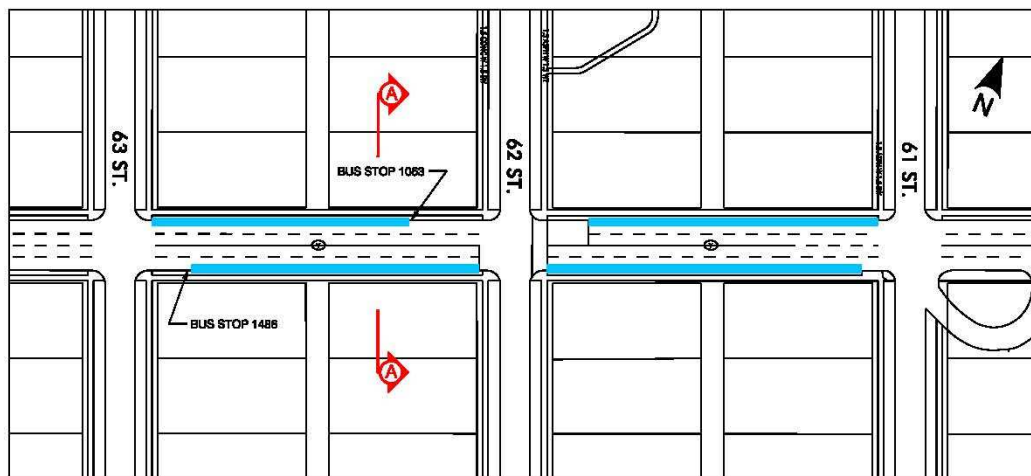
- Boulevard trees are included within the project
  - Due to limited space within the Four Lane Roadway Concept Plan, enhanced landscaping may be provided in select areas as an alternative to boulevard trees
- Enhancements, such as benches and decorative streetlight poles, may be included within the Commercial Area dependant upon available funding

# Response to What We Heard

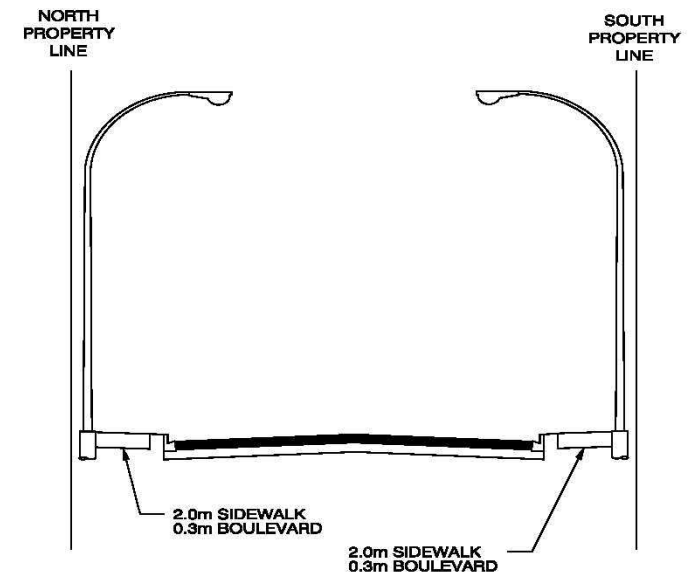
- Public Concern for Vehicle Speeding
  - Continued work with the Office of Traffic Safety to examine concerns for vehicle speeding

# Concept Plan 1 - Four Lane Roadway

## 112 AVENUE, 50-68 STREET 4 LANE RESIDENTIAL AREA CONCEPT PLAN



LEGEND:  
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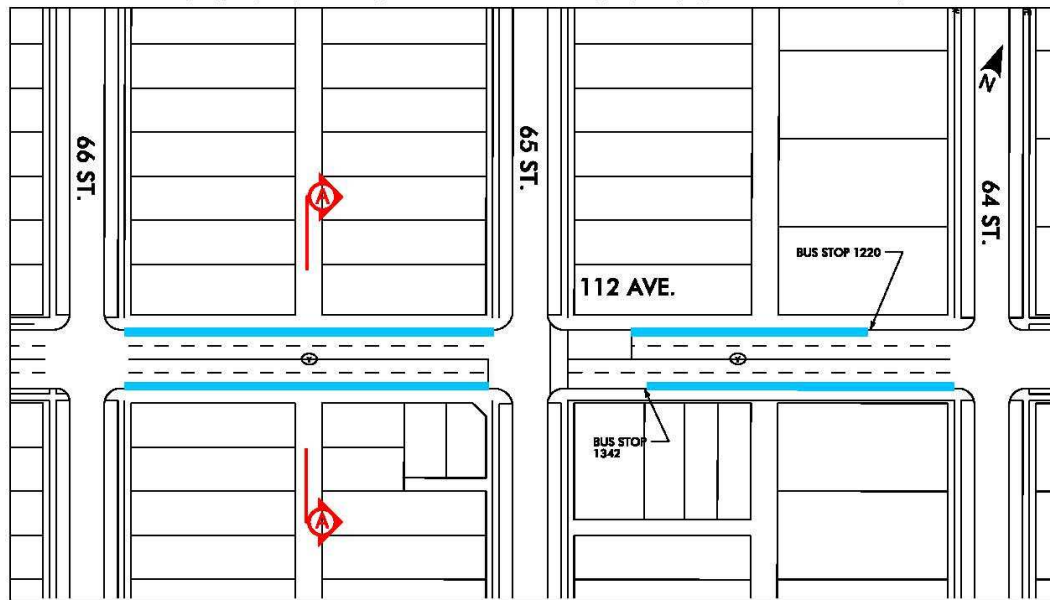


### SECTION A-A

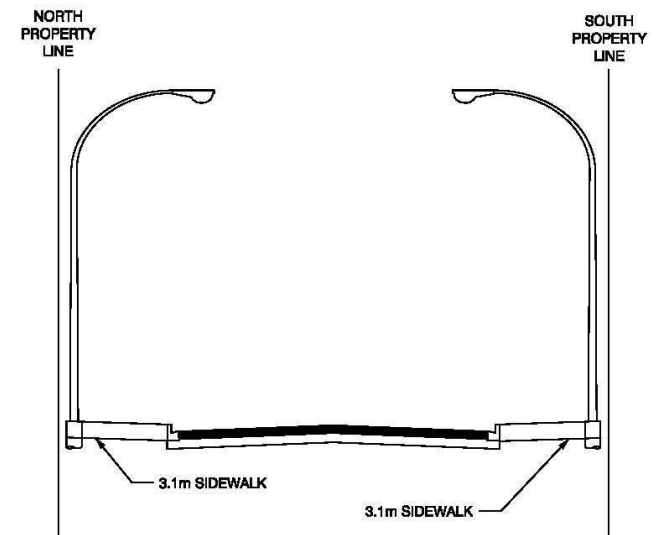
- Enhanced landscaping, decorative streetlights and street furniture dependant upon available budget and design conflicts with utilities

# Concept Plan 1 - Four Lane Roadway

## 112 AVENUE, 50-68 STREET 4 LANE COMMERCIAL AREA CONCEPT PLAN



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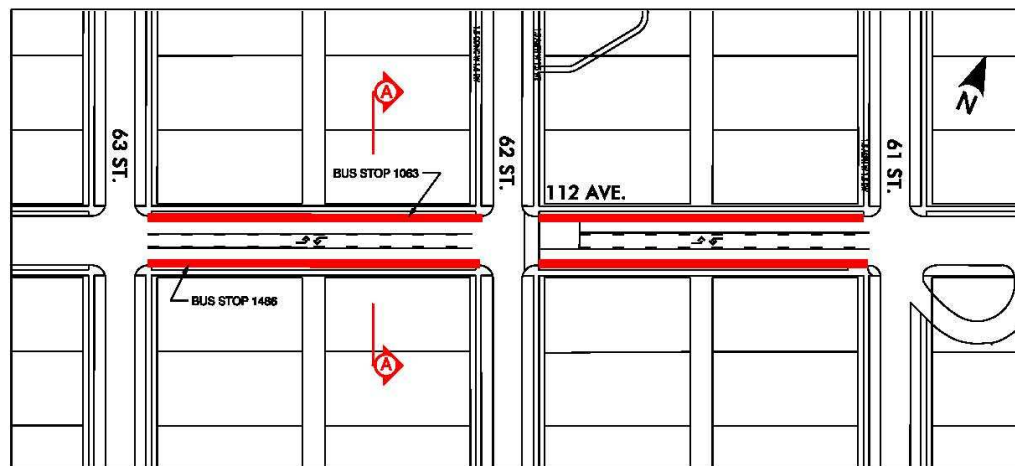


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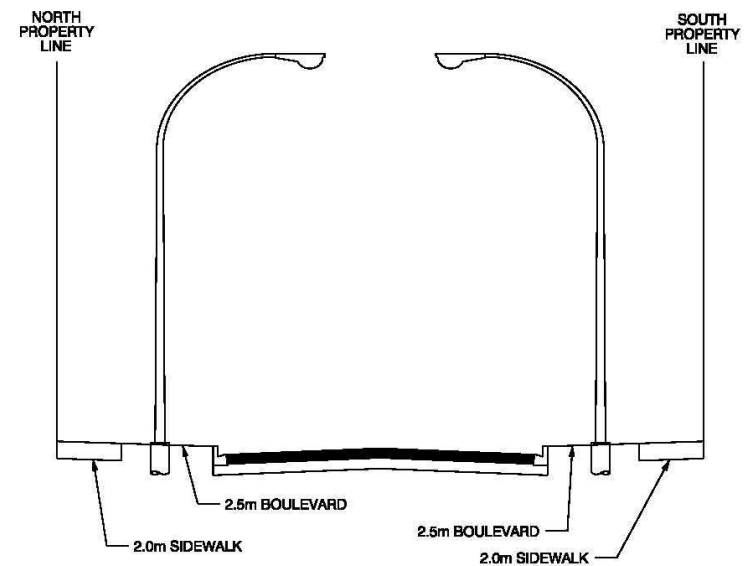
- Enhanced landscaping, decorative streetlights and street furniture dependant upon available budget and design conflicts with utilities

# Concept Plan 2 - Three Lane Roadway

## 112 AVENUE, 50-68 STREET 3 LANE RESIDENTIAL AREA CONCEPT PLAN



LEGEND:  
NO PARKING

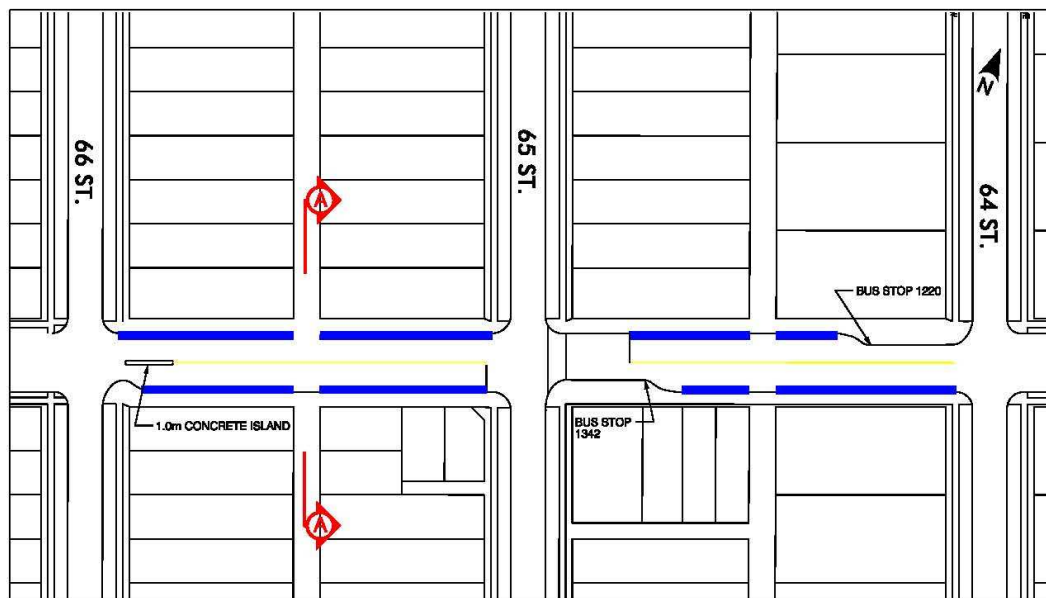


### SECTION A-A

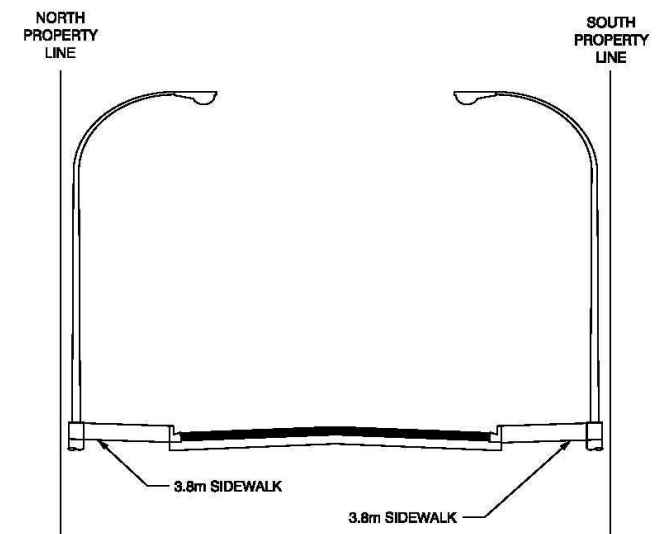
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# Concept Plan 2 - Three Lane Roadway

## 112 AVENUE, 50-68 STREET 3 LANE COMMERCIAL AREA CONCEPT PLAN



LEGEND  
ON-STREET PARKING



### SECTION A-A

- Enhanced landscaping, decorative streetlights and street furniture dependant upon available budget and design conflicts with utilities

## Next Steps

- Please complete and return the comment form
- New Information Session in January 2013
- Online survey is available until December 14<sup>th</sup> at:

**[www.edmonton.ca/112Avenue](http://www.edmonton.ca/112Avenue)**

# Question and Answer - Rules

- 6 people will be recognized at one time.
  - Each will share a question to be written down on the board
- Once all 6 questions are recorded, team will respond.
  - Questioner will be allowed 1 supplemental question
- 1 round of 6 questions will be asked. If time permits, additional rounds may be considered.



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***Thank you for your participation!***