

Strategy Plus

112 AVENUE
RECONSTRUCTION PROJECT
CONCEPT PLAN
PUBLIC CONSULTATION

What We Heard: Concept Review Summary Report

FINAL REPORT

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EXECUTIVE SUMMARY

This report combines the results from the Online Survey and two Community Workshops held to gather input into developing a concept plan for the reconstruction of 112 Avenue between 50 and 68 Streets.

A total of 373 individuals participated in the Online Survey and Community Workshops on November 7 and 21. Of these, 339 individuals responded to all or part of the Online Survey and through individual comment forms at the two workshops. Input obtained from the workshop small group discussions, representing 186 participants, is also referenced in this report. Separate detailed What We Heard reports are available that provide more detail regarding each of the workshop and online survey results.

Participants in the public involvement process were primarily from the Highlands community (230 or 62%), adjacent communities including Bellevue/Virginia Park/Montrose/Newton/Bergman/Beacon Heights (60 or 16%), Beverly Heights/Rundle Heights/Abbotsfield (53 or 14%), communities in Northeast Edmonton/Clareview/Bannerman/Brintnell/Fraser/McLeod/York (10 or 3%), other areas of the City (17 or 5%), and 5 who did not identify their place of residence.

The majority of respondents (276 or 82%) use 112 Avenue on a daily basis, and 48 or 14% use it two or three times a week

Overall Corridor

Respondents were asked to rank the importance of eleven factors being considered in the concept planning process. The average ranking for each factor was calculated in the online survey and two workshops. **Pedestrian Safety** was identified as the most important factor. Three factors were ranked in the top five from each survey, including **Improved Walkability**, **Smooth Traffic Flow**, and **Residential Access**. **Community Enhancements** was ranked 7th in both the November 7 workshop and online survey. There was little consistency regarding the rankings of the remaining factors, **Reduced Vehicle Speeds** and **Reduced Traffic Volumes** ranked as 5th and 6th in the online survey, but 9th and 3rd respectively in the November 7 workshop. **Commercial Area Parking** ranked 6th in the workshops, but 9th in the online survey. Factors assigned the lowest ratings included **Reduced Travel Times** (ranked 10th or 11th), **Commercial Area Enhancements** (ranked 8th, 10th or 11th), **Aesthetics** (ranked 7th, 8th or 11th)

Respondents noted that the busiest activity centres and destinations along 112 Avenue were the Commercial Area and adjacent blocks, stretching from about 62 to 68 Streets, as well as the area from 50 Street to 55 Street, past the school. Others noted that the whole length of the study area is busy.

Almost all respondents agree that the current locations for controlled pedestrian crosswalks are provided where access is needed the most. The 53 Street Pedestrian Crosswalk was noted most often as not being in the best location, with several respondents indicating that it should have a signal and others feeling that the crosswalk at this location is redundant. Suggestions for other crosswalk locations include: 57, 60, 64, 66 and 68 Streets.

Respondents were asked to identify the importance of ten different elements that could be considered in developing the concept plan. The most strongly supported elements were **Street Side Tree/Shrub Plantings** and **Green Spaces**, with 60% of individuals who responded to this question indicating the element was very or somewhat important, although about one quarter disagree. Just over half of respondents felt that **Reduced Number of Traffic Lanes, Left Turn Lane, Decorative Street Lights, Wider Sidewalks** and **Community Signage** were noted as very or somewhat important by just over half of respondents, but around one third felt that these were somewhat or not at all important. **On-Street Parking, Wider Boulevards** and **Street Furniture** were felt to be somewhat or very important by just under half of respondents, but over one third felt that these were somewhat or not at all important.

Green Spaces and Street Side Tree/Shrub Plantings were identified most often as best suited for the Residential Area, and Street Furniture, Decorative Streetlights and Community Signage were noted as best suited for the Commercial Area.

When asked to indicate their level of agreement regarding two statements, respondents were fairly evenly split on the first statement “Maintaining the lowest travel time along 112 Avenue for commuter traffic is important to me”. Almost half of respondents agree or strongly agree, one quarter disagree or strongly disagree, and one quarter is unsure regarding the statement “Enhancing neighbourhood access for motorists along 112 Avenue is important to me”.

Respondents were provided some information and diagrams about both Concept 1 – Four Lane Roadway and Concept 2 – Three Lane Roadway, and were asked to indicate their level of agreement with several statements regarding each concept.

Concept 1 - Four Lane Roadway

Five statements were provided regarding Concept 1 – Four Lane Roadway. Over 60% of respondents agree or strongly agree with three statements, two regarding sidewalk width in the residential and commercial areas meeting pedestrian needs, and one regarding feeling comfortable making left turn lanes into the neighbourhood along 112 Avenue. Respondents were evenly split in agreement regarding the boulevard width in the residential area. While 46% agree or strongly agree with the amount and type of parking in the commercial area meeting the needs of business owners and patrons, one quarter disagree or strongly disagree and one quarter are not sure.

A total of 147 respondents provided additional comments regarding Concept 1 – Four Lane Roadway. Specific comments are in the Online Survey and Community Workshop What We Heard Reports.

- There are mixed views regarding the Four Lane concept, with comments provided both for and against it.
- Several respondents noted that they support the Four Lane concept with an improved surface and that this best meets the needs of commuters. One individual suggested that the Four Lane option is safer since commuters will be less likely to get frustrated and start taking short cuts through the residential neighbourhood.

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- Comments included that the 4 lane seems like a good alternative and that future growth needs to also be considered in the planning process.
- Several others indicated that they do not support the Four Lane concept because it doesn't provide any benefits over the current situation. The 4 lane concept is not working now and there is little difference in Concept 1 from what exists now.
- Concerns were noted that the Four Lane concept does not enhance pedestrian safety and walkability, and that it does nothing to reduce the speed or volume of traffic.
- There were mixed views by respondents regarding parking on 112 Avenue in the commercial area, left turns in the Commercial Area, and sidewalk width.
- One respondent noted that moving the street light poles to the property line will improve access and in winter the sidewalks will be easier to clear, and also suggested that the reduced lane configuration be considered for the commercial area only and that bus stop 1342 be moved either east or west a block to reduce traffic tie ups in the high use commercial area.
- It was also noted that the simulation did not address buses in peak hours.

Concept 2 – Three Lane Roadway

Nine statements were provided regarding Concept 2 – Three Lane Roadway. Of these, two thirds of respondents agree or strongly agree with four statements, including those regarding the sidewalk width in the residential and commercial areas meeting pedestrian needs, boulevard width in the residential area providing a comfortable separation between pedestrians and traffic, and feeling comfortable using the dedicated two way left turn lane to access the neighbourhood.

While over half (57%) agree or strongly agree that a dedicated two-way left turn lane will improve access to the neighbourhood, 30% do not. About one half agree or strongly agree that the shorter pedestrian crossing distance along 112 Avenue is important, and that the lane configuration will accommodate commuter travel needs, but just over one third do not agree with these statements. Almost one half agree or strongly agree that the amount of parking in the commercial area will meet the needs of business owners and patrons, but over one third are unsure and one fifth do not agree. Respondents were fairly evenly split between those who agree, disagree and are unsure regarding whether the left turn access in the commercial area will meet the needs of residents and businesses.

Almost half of respondents (169) provided comments regarding Concept 2 – Three Lane Roadway.

- There were mixed views regarding support or not support for the Three Lane Concept.
- Traffic flow was noted by several respondents as a major concern, with suggestions made that this would result in increased short cutting through the neighbourhood. A couple suggested considering having the middle lane be reversed direction in peak periods to allow 2 lanes of flow at peak times.
- Bus pullouts were noted by several respondents, with suggestions that these be cut into the boulevard if necessary. There were negative comments regarding the concrete median in the commercial area, including problems with snow clearing in winter.
- Comments both for and against parking on 112 Avenue, two way left turn lanes, and left turns in the commercial area were noted by several respondents.

INTRODUCTION

BACKGROUND

The City of Edmonton is developing a concept plan for the reconstruction of 112 Avenue between 50 Street and 68 Street in the Highlands/Bellevue area. A lane reduction is being considered as part of the reconstruction project.

The reconstruction of an arterial road involves the complete replacement of the roadway, curbs and gutters, streetlights and sidewalks. In planning for this reconstruction, there are decisions to be made regarding:

- Aesthetic treatments (for concrete/sidewalks, streetlights, enhanced landscaping where appropriate)
- Cross-section (road reconfiguration adjustments can be made to sidewalk widths or the number and width of lanes)
- Circulation (traffic counts, collision data, and pedestrian counts are reviewed to identify if adjustments are needed for pedestrian, cycling or vehicle traffic)

In 2006/07, a study reviewed the potential of reducing the number of lanes along 112 Avenue between 50 Street and 68 Street. Direction was given by City Council to review the lane reduction concept with relevant communities before future work to reconstruct 112 Avenue began.

Two Community Workshops (November 7 and 21, 2012) and an online survey (November 6 to 23, 2012) were conducted as part of the public involvement process to obtain input regarding factors and design elements being considered in the planning process, as well as concepts for three and four lane roadway options. Public input, along with the results of a technical assessment, will help City Council make an informed decision regarding the potential of reducing the number of lanes along 112 Avenue and assist program managers in identifying key design elements to be included within the overall 112 Avenue concept plan.

Information about the project and an invitation to attend the November 7 workshop were distributed through a mail drop of flyers in the surrounding community on October 25, and addressed letters were sent to property owners along the affected portion of 112 Avenue on October 22. Emails were sent to Community League representatives and individuals who have signed up to be kept informed of the process. A notice was also sent out through the City of Edmonton Twitter and Facebook accounts on November 2, and information was highlighted on the project website at: www.edmonton.ca/112Avenue and posted on the City event calendar. Newspaper ads were placed in the Edmonton Journal, Sun and Examiner on November 5 and 7, and a PSA was sent out on November 6. Two roadside signs were in place two weeks prior to the November 7 workshop. To help in estimating numbers, interested individuals were asked to register through EventBrite, although this was not mandatory.

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Originally, only one workshop was scheduled, but as a result of inclement weather on November 7 and an inability to accommodate all the people who showed up to attend the session, a second workshop that was a repeat of the first was scheduled for November 21, 2012. Emails were sent to the Community League representatives and the contact list, including those who were turned away from the November 7 session. Ads were placed in the Edmonton Journal and Sun on November 17, 19 and 20, and roadside signs were in place in four locations (2 for two weeks and an additional 2 for 8 days). Information was on the project website and the City event calendar, and notice was sent out through the Edmonton Twitter and Facebook accounts. A PSA was sent out on November 19.

The online survey ran from November 6 to 23, 2012. A link to the online survey was provided on the project website and information about the survey and link was provided in the emails regarding the workshop that was sent to contacts. Participants at both of the Community Workshops on November 7 and 21 were told about the survey, and encouraged to share the information with friends and colleagues who were unable to attend one of the workshops.

Questions posed in the online survey and individual comment forms provided to participants at the Community Workshops were the same. This report combines highlights of the results from the online survey and the individual comment forms from the two Community Workshops (representing 339 of the total 373 participants in the public involvement process), along with clarifying comments from the workshop group discussions.

SUMMARY RESULTS

ABOUT RESPONDENTS

A total of 373 individuals participated in the online survey and the two workshops, with half of these completing the online survey.

1. Community or Neighbourhood Where Live

In what neighbourhood or community do you live?					
Community/ Neighbourhood	Number	Community/ Neighbourhood	Number	Community/ Neighbourhood	Number
Highlands	229	North Edmonton	1	Belgravia	1
Eastglen	1	York	3	Garneau	1
Highlands/Bellevue	7	Clareview	2	Millwoods	3
Bellevue	28	Bannerman	1	Meadows	1
Montrose	8	Brintnell	1	Rutherford	1
Newton	10	Fraser	1	Summerside	1
Bergman	4	McLeod	1	Webber Green	1
Beacon Heights	2	Skyview	1	Out of Town	1
Virginia Park	1	Lauderdale	1	Fallis	1
Beverly Heights	39	Capilano	1	Rural Alberta	1
Rundle Heights	13	Cromdale	1	St. Albert - work in area	1
Abbotsfield	1			Did not provide	3
				Total Responses	373

A total of 187 individuals responded to all or part of the online survey, representing residents in the immediate Highlands area (108 respondents), as well as commuters from adjacent areas and areas further to the north and east (64 respondents), and from other parts of the City, out of town or did not provide residence (15 respondents).

A total of 152 individuals responded to all or part of the individual comment forms from the workshops (112 from the November 7 workshop, and 40 from the November 21 workshop). Of these, 101 were from Highlands, 22 from adjacent communities, 26 from Beverly Heights/Rundle Heights, and 2 from other parts of the City.

There were a total of 186 participants at the two workshops who participated in the small group discussion, with 137 of participating in 12 small groups at the November 7 workshop, and 49 participating in 9 small groups at the November 21 workshop. These numbers reflected 122 participants from Highlands, 29 from adjacent communities, 28 from Beverly Heights/Rundle Heights, 2 from Northeast Edmonton, 3 from other parts of the City, and 2 who did not identify where they were from.

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2. Frequency of Use of 112 Avenue Between 50 and 68 Streets

On average, approximately how often do you use 112 Avenue between 50 and 68 Streets?								
	Nov 7 Workshop		Nov 21 Workshop		Online Survey		Total	
	Total	Percent	Total	Percent	Total	Percent	Total	Percent
Daily	91	83%	30	75%	153	82%	276	82%
2 to 4 times a week	16	15%	8	20%	24	13%	48	14%
Weekly	2	2%	0	0	3	2%	5	3%
Once or twice a month	1	1%	1	3%	3	2%	5	3%
Once or twice a year	0	0%	1	3%	3	2%	4	2%
Never	0		0		1	1%	1	1%
answered question	110		40		187		337	
skipped question	2		0		0		2	

- The majority of respondents (276 or 82%) use 112 Avenue on a daily basis, and 48 or 14% use it two or three times a week. Only 1 respondent indicated that they never use it.

4. Type of Activities

What type of activities do you do when you are on 112 Avenue between 50 and 68 Streets? (Check all that apply)								
	Nov 7 Workshop		Nov 21 Workshop		Online Survey		Total	
	Total	Percent	Total	Percent	Total	Percent	Total	Percent
Commute between home and work	88	80%	25	62.5%	150	80.6%	263	78%
Access your residence	82	75%	24	60.0%	122	65.6%	228	68%
Visit merchants in 112 Ave commercial area	71	65%	24	60.0%	120	64.5%	215	64%
Walk/Run	71	65%	19	47.5%	103	55.4%	193	57%
Visit friends/relatives	54	49%	17	42.5%	78	41.9%	149	44%
Bicycle	24	22%	7	17.5%	44	23.7%	75	22%
Other	20	18%	7	17.5%	27	14.5%	54	16%
Visit a school	11	10%	7	17.5%	23	12.4%	41	12%
Visit a church	10	9%	6	15.0%	18	9.7%	34	10%
answered question	110		40		186		336	
skipped question	2		0		1		3	

- The majority of individuals who responded to this question use 112 Avenue to commute between home and work (combined total of 263 or 78%), followed closely by accessing residence (combined total of 228 or 68%), visiting merchants in the 112 Avenue commercial area (combined total of 215 or 64%), and walk or run (combined total of 193 or 57%).
- Visiting friends and relatives was noted by a combined total of 149 or 44%, and activities including bicycling, visiting a school or church were noted less frequently.
- Other activities that were noted included traveling along 112 Avenue to go to other parts of the City for purposes such as shopping, visiting friends outside of the Highlands area, etc., accessing parks and recreation facilities, and accessing day care.

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5. First Three Digits of Postal Code

What are the first three digits of your postal code?					
Postal Code	Number	Postal Code	Number	Postal Code	Number
T0E	3	T5W	237	T6R	1
T5A	4	T5Y	3	T6T	1
T5B	70	T5Z	1	T6V	1
T5E	1	T6A	1	T6W	1
T5L	1	T6E	2	T6X	1
T5M	1	T6K	1	T8N	1
T5T	1	T6L	3	Total Responses	336

- The above table presents the combined total of respondents to the online survey and individuals in the two Community Workshops who completed individual response forms.

I. OVERALL CORRIDOR

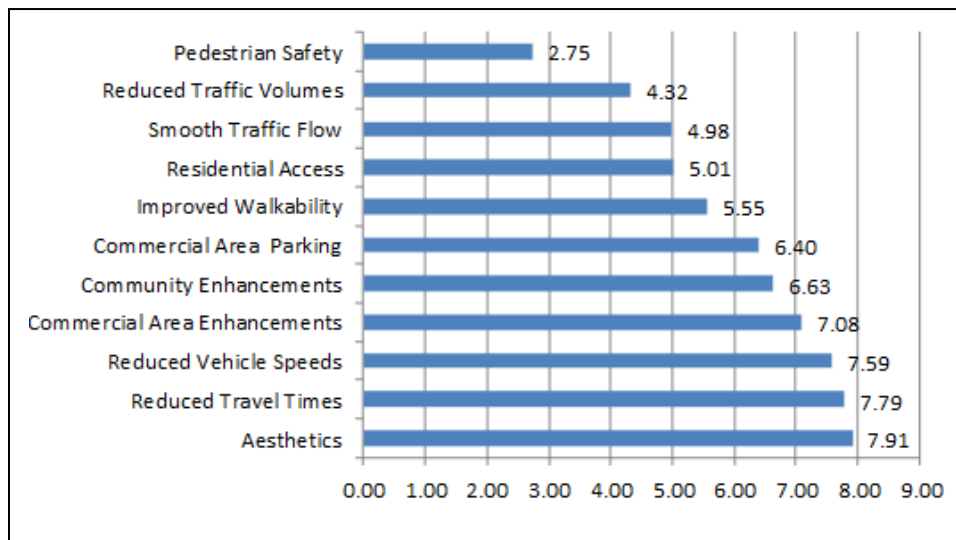
I.1. Most Important Factors to Consider in Developing the Concept Plan

Several factors are being considered in development of the concept plan for 112 Avenue between 50 and 68 Streets. Workshop participants and online survey respondents were asked to rank these in order of how important they feel they are in developing the plan, where 1 is the most important and 11 is the least important. Only one factor can be assigned for each number.

Three graphs are presented below, one for each of the two workshop individual comment results and one for the online survey results. The ranking of importance of the eleven factors is based on the average rating for each of the factors, where the most important factor was assigned number 1 and the least important was assigned number 11. As a result, the lowest average rating reflects the highest ranking of importance.

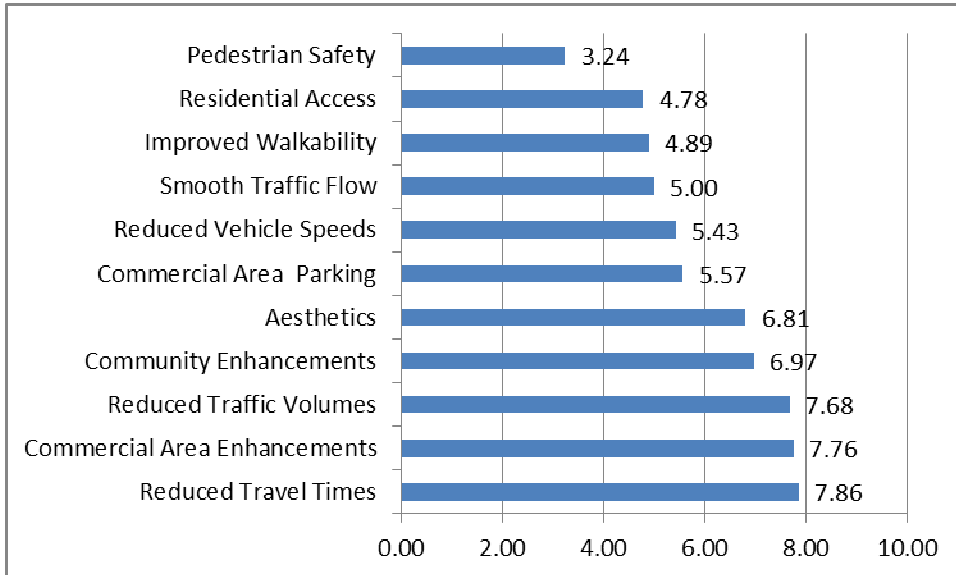
The small groups at the workshops discussed these factors in terms of high, medium or low importance, but the factors were not ranked. Not all groups completed discussion of all the factors. Comments regarding specific factors are noted.

November 7 Workshop Ranking

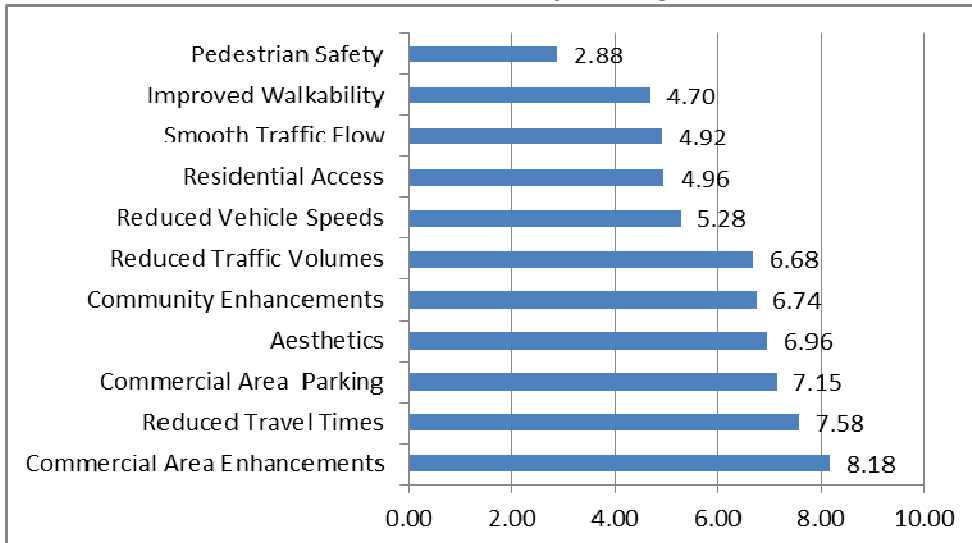


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November 21 Workshop Ranking



Online Survey Ranking



- **Pedestrian Safety** was ranked as the most important factor in both the November 7 and 21 workshops and online survey results. It had an average rating of 2.75 in the November 7 workshop, 3.24 in the November workshop, and 2.88 in the online survey. This was also ranked as a high priority by the majority of participants in the small group discussions at the both workshops, with comments noted that there is a general feeling that the sidewalks are too narrow to protect pedestrians from vehicular traffic and that crossing 112 Avenue was unsafe. A number of people indicated they are afraid to walk on 112 Avenue or cross it.

- **Smooth Traffic Flow** ranked third by both the online survey (4.92) and November 7 workshop individual comments (4.98), but 4th in the November 21 workshop individual comments (5.0). Over half of small group respondents in both workshops thought that smooth traffic flow was a high priority, and about one third rated it as a medium priority. Concerns were noted about diverting traffic on to side streets and safety of people turning left.
- **Residential Access** ranked 4th in both the November 7 workshop individual comments (5.01) and online survey results (4.96), but 2nd in the November 21 workshop (4.78). Over half of the November 7 workshop small group results (61 or 57%) note that residential access is a high priority, with just under one third noting it as a medium priority. A number of participants mentioned problems with making left hand turns into and out of the neighbourhood even in its current state.
- **Reduced Traffic Volumes** ranked 2nd in the November 7 workshop individual comment ratings (4.32), but ranked 6th in the online survey (6.68) and 9th in the November 21 individual comments (7.68). Participants in the small group discussions at the workshops were divided on this factor, with slightly more ranking it as low priority rather than high. A number of people at the workshops mentioned shortcutting into the neighbourhood as a concern and others wondered how reduced volume could be achieved.
- **Improved Walkability** ranked 2nd in the Online survey results (4.7), but was 3rd in the November 21 (4.89) and 5th in the November 7 (5.55) individual workshop ratings. About half of the individual workshop participants thought that improved walkability was a high priority. A number of people in the workshop group discussions mentioned that they currently did not like walking along 112 Avenue because it is loud, smelly and dangerous due to traffic and narrow sidewalks. Others thought that improved walkability is important to consider in the design because it will help connect the neighbourhood.
- **Community Enhancements** was ranked 7th in importance in both the November 7 individual workshop comments (6.63) and the online survey results (6.74), 9th in the November 21 individual comments (6.97). Almost half of participants in the November 7 workshop discussions gave this a high priority, and it wasn't discussed in the small groups at the November 21 workshop. Garbage cans and benches were mentioned at the workshops as possible options for enhancements.
- **Reduced Travel Times** was ranked 10th in both the November 7 workshop individual comments (7.79) and online survey results (7.58), and 11th in the November 21 workshop individual comments (7.86). The majority of people in the small group discussions at the November 7 workshop gave reduced travel times a low priority, and it was not discussed to any great extent at the November 24 workshop. A number of people at the workshops thought that smooth, efficient traffic flow was important and that traffic jams would cause a lot of frustration.

- **Reduced Vehicle Speeds** which was ranked 9th in the November 7 workshop individual comments (7.59), 7th in the November 1 workshop individual comments, but 5th in the online survey results (5.28) and November 21 workshop individual comments (5.43) The majority of small groups from both workshops thought that reduced vehicle speed was a high priority. A number of people in the workshop discussions mentioned enforcement as a way to address the current speed of vehicles on 112 Avenue.
- **Commercial Area Parking** was ranked 6th in the individual comments from both workshops (6.4 and 5.57), and 9th in the online survey (6.74). Over half (63 or 53%) of the November 7 workshop participants thought that commercial area parking was a low priority, but 26 or 73% of small group participants at the November 21 workshop thought it was a high priority. Concerns were noted, including that there are currently parking conflicts during peak times, how the different lane configurations would impact parking, and also how removing parking from 112 Avenue might impact parking in the adjacent residential areas.
- **Commercial Area Enhancements** was ranked 8th in the November 7 individual workshop results (7.08), 10th in the November 21 workshop results (7.76), and 11th in the online survey results (8.18). The majority of people in the November 7 workshop discussion noted this as a high priority, and it wasn't discussed in the November 21 workshop. A number of people mentioned that they liked the unique, historical nature of the area.
- **Aesthetics** was ranked 11th in the November 7 workshop individual comments (7.91), and 8th in the online survey results (6.96), and 7th in the November 21 workshop individual comments (6.81). Almost half of participants in both workshop small group discussions noted aesthetics as a high priority. Several people at the workshops thought that whatever was chosen in terms of aesthetics, it should enhance the commercial area and increase community spirit.

I.2. Busiest Activity Centres and Destinations

Which Locations Along 112 Avenue are the Busiest Activity Centres and Destinations? Where Are These? And What Happens At Them?

- The Commercial Area and adjacent blocks, generally between 62 and 68 Streets, was noted most often by both workshop and online survey participants as one of the busiest activity centres and destinations, along with corners related to access to schools, parks and recreation facilities.
- Other specific streets noted several times include:
 - **50 Street.** This is a busy intersection, with vehicles turning on and off of 112 Avenue, as well as access to Smokin' Iron Farms.
 - **53 Street.** It was suggested by several that this crossing should have a signal.

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- **55 Street.** This is the School Zone and crossing at 55 Street. Parents are turning to pick up and drop off their kids from school. Kids are crossing the street to go to school. The yellow busses are turning into the school on the north side of 112 Avenue.
 - **56 Street.** The curve in the road makes it hard to see.
 - **57 Street.** People access the river valley here.
 - **60 Street.** People make left turns at 60 Street.
 - **62 Street.** The community centre and park are on this street to the north of 112 Ave. People access the hockey rink, the community garden, the park and other recreational activities offered by the Community League.
 - **64 to 66 Streets.** This is the commercial area. The local businesses, as well as the farmers market and the street festival, all attract people to the area. A number of people turn left at 66 St. to get onto 112 Avenue, or to get to 118 Ave, short cutting through the neighbourhood.
 - **68 Street.** This street has 2 one ways going north and south to 112 Avenue. It brings people from the golf course and from the school to the north. There is a church at this intersection and also a set of lights. It was noted by one individual that this is the only stop light which is ignored by west moving morning traffic.
- Several respondents noted that the whole length of the avenue was busy, and others noted areas outside of the project area to the west of 68 Street.

I.3. Existing Pedestrian Crosswalks

Are the existing controlled pedestrian crosswalk locations along 112 Avenue providing access where it is needed most?											
Controlled Crosswalk Locations	Nov 7 Workshop			Nov 21 Workshop			Online Survey			Total	
	Yes	No	Total	Yes	No	Total	Yes	No	Total	Yes	No
65 St Ped Signal	98	3	101	36	0	36	159	4	163	293	7
62 St Ped Signal	96	5	101	35	0	35	153	6	159	284	11
55 St Ped Signal	94	5	99	33	0	33	151	6	157	226	11
53 St Ped Crosswalk	76	17	93	30	2	32	136	23	159	201	42
answered question			103			36			165	304	
skipped question			9			4			22	35	

- The current locations for controlled pedestrian crosswalks are generally felt to be providing access where needed the most.
- The 53 Street pedestrian crosswalk was noted most often as not being in the best location, or requiring a signal to ensure increased safety for children crossing the street.
- Suggestions for potential locations for controlled crosswalks include: 57 Street, 60 Street, 64 Street , 66 Street and 68 Street.

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I.4. Important Elements to Consider

Please indicate the level of importance you feel each of the following elements should be given in developing the concept plan for the reconstruction of 112 Avenue between 50 and 68 Streets.

- A list of ten elements that could be considered in developing the concept plan were provided and respondents were asked to identify if they were not at all important, somewhat not important, unsure/neutral, somewhat important, or very important. Each element is listed below, along with an indication of how important or not important each was felt to be.
- A total of 339 individuals responded to the online survey and individual comment forms from the two workshops, but not all responded to each question or statement. The total response numbers are noted as “total answered” and “total skipped”. Percentages are calculated based on the number of individuals who responded to each aspect of the question.

Wider Sidewalks														
Not at all Important			Somewhat Not Important			Unsure/ Neutral			Somewhat Important			Very Important		
Nov 7	Nov 21	On Line	Nov 7	Nov 21	On Line	Nov 7	Nov 21	On Line	Nov 7	Nov 21	On Line	Nov 7	Nov 21	On Line
27	13	38	5	1	25	16	4	20	20	12	42	34	6	42
Total Not at all Important		% of 305	Total Somewhat Not Important		% of 305	Total Unsure/ Neutral		% of 305	Total Somewhat Important		% of 305	Total Very Important		% of 305
78		26%	31		10%	40		13%	74		24%	82		27%
<i>Total answered</i>										305				
<i>Total skipped</i>										34 (10% of 339)				

- **Wider Sidewalks:** Half of individuals who responded to this question (156 or 51%) indicated that wider sidewalks are very or somewhat important, while just over one third (109 or 36%) noted that these are not at all or somewhat not important, and a further 40 or 13% were unsure.

Wider Boulevards														
Not at all Important			Somewhat Not Important			Unsure/ Neutral			Somewhat Important			Very Important		
Nov 7	Nov 21	On Line	Nov 7	Nov 21	On Line	Nov 7	Nov 21	On Line	Nov 7	Nov 21	On Line	Nov 7	Nov 21	On Line
24	12	44	5	4	20	21	4	30	18	8	36	35	7	37
Total Not at all Important		% of 305	Total Somewhat Not Important		% of 305	Total Unsure/ Neutral		% of 305	Total Somewhat Important		% of 305	Total Very Important		% of 305
80		26%	29		10%	55		18%	62		20%	79		26%
<i>Total answered</i>										305				
<i>Total skipped</i>										34 (10% of 339)				

- **Wider Boulevards:** A slight majority of respondents to this question indicated that wider boulevards are very or somewhat important elements (141 or 46%), while just over one third (109 or 36%) of respondents noted that these are not at all or somewhat not important, and 55 or 18% were unsure.

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On-Street Parking														
Not at all Important			Somewhat Not Important			Unsure/ Neutral			Somewhat Important			Very Important		
Nov 7	Nov 21	On Line	Nov 7	Nov 21	On Line	Nov 7	Nov 21	On Line	Nov 7	Nov 21	On Line	Nov 7	Nov 21	On Line
27	7	37	12	3	34	17	4	28	31	9	46	15	13	22
Total Not at all Important		% of 305	Total Somewhat Not Important		% of 305	Total Unsure/ Neutral		% of 305	Total Somewhat Important		% of 305	Total Very Important		% of 305
71		23%	49		16%	49		16%	86		28%	50		16%
<i>Total answered</i>											305			
<i>Total skipped</i>											34 (10% of 339)			

- **On-Street Parking:** Slightly more respondents felt on-street parking was somewhat or very important (136 or 44%), compared to 120 or 39% noting they are very or somewhat important, and 49 or 16% were unsure.

Street Side Tree/Shrub Plantings														
Not at all Important			Somewhat Not Important			Unsure/ Neutral			Somewhat Important			Very Important		
Nov 7	Nov 21	On Line	Nov 7	Nov 21	On Line	Nov 7	Nov 21	On Line	Nov 7	Nov 21	On Line	Nov 7	Nov 21	On Line
15	3	25	12	3	9	16	5	33	35	14	63	24	9	38
Total Not at all Important		% of 304	Total Somewhat Not Important		% of 304	Total Unsure/ Neutral		% of 304	Total Somewhat Important		% of 304	Total Very Important		% of 304
43		14%	24		8%	54		18%	112		37%	71		23%
<i>Total answered</i>											304			
<i>Total skipped</i>											35 (10% of 339)			

- **Street Side Tree/Shrub Plantings:** Over half of respondents (183 or 60%) feel this is a somewhat or very important element, while 67 or 22% noted that they are not at all or somewhat not important. A further 54 or 18% of respondents were unsure.

Street Furniture														
Not at all Important			Somewhat Not Important			Unsure/ Neutral			Somewhat Important			Very Important		
Nov 7	Nov 21	On Line	Nov 7	Nov 21	On Line	Nov 7	Nov 21	On Line	Nov 7	Nov 21	On Line	Nov 7	Nov 21	On Line
27	10	33	16	2	23	16	11	38	31	9	49	11	4	23
Total Not at all Important		% of 303	Total Somewhat Not Important		% of 303	Total Unsure/ Neutral		% of 303	Total Somewhat Important		% of 303	Total Very Important		% of 303
70		23%	41		14%	65		21%	89		29%	38		13%
<i>Total answered</i>											303			
<i>Total skipped</i>											36 (11% of 339)			

- **Street Furniture:** There was slightly stronger support for provision of street furniture, with 127 or 42% indicating it is very or somewhat important, compared with 101 or 37% indicating that it is not at all or somewhat not important, and 65 or 21% who were unsure.

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Decorative Streetlights														
Not at all Important			Somewhat Not Important			Unsure/ Neutral			Somewhat Important			Very Important		
Nov 7	Nov 21	On Line	Nov 7	Nov 21	On Line	Nov 7	Nov 21	On Line	Nov 7	Nov 21	On Line	Nov 7	Nov 21	On Line
19	6	26	20	4	20	14	7	23	29	14	65	18	6	34
Total Not at all Important		% of 305	Total Somewhat Not Important		% of 305	Total Unsure/ Neutral		% of 305	Total Somewhat Important		% of 305	Total Very Important		% of 305
51		17%	44		14%	44		14%	108		35%	58		19%
<i>Total answered</i>										305				
<i>Total skipped</i>										34 (10% of 339)				

- **Decorative Streetlights:** Over half of respondents (166 or 54%) indicated that providing decorative streetlights is very or somewhat important, while just under one third (95 or 31%) feel they are not at all or somewhat not important. A further 44 or 14% were not sure.

Green Spaces														
Not at all Important			Somewhat Not Important			Unsure/ Neutral			Somewhat Important			Very Important		
Nov 7	Nov 21	On Line	Nov 7	Nov 21	On Line	Nov 7	Nov 21	On Line	Nov 7	Nov 21	On Line	Nov 7	Nov 21	On Line
14	8	25	8	3	11	19	6	28	38	11	66	20	7	37
Total Not at all Important		% of 301	Total Somewhat Not Important		% of 301	Total Unsure/ Neutral		% of 301	Total Somewhat Important		% of 301	Total Very Important		% of 301
47		16%	22		7%	53		18%	115		38%	64		21%
<i>Total answered</i>										301				
<i>Total skipped</i>										38 (11% of 339)				

- **Green Spaces:** Over half of respondents noted that providing green spaces is very or somewhat important (179 or 59%), and 69 or 23% indicated that they are not at all or somewhat not important. A further 53 or 18% were undecided.

Community Signage														
Not at all Important			Somewhat Not Important			Unsure/ Neutral			Somewhat Important			Very Important		
Nov 7	Nov 21	On Line	Nov 7	Nov 21	On Line	Nov 7	Nov 21	On Line	Nov 7	Nov 21	On Line	Nov 7	Nov 21	On Line
10	7	18	17	4	25	25	5	39	33	17	60	15	4	26
Total Not at all Important		% of 305	Total Somewhat Not Important		% of 305	Total Unsure/ Neutral		% of 305	Total Somewhat Important		% of 305	Total Very Important		% of 305
35		11%	46		15%	69		23%	110		36%	45		15%
<i>Total answered</i>										305				
<i>Total skipped</i>										34 (10% of 339)				

- **Community Signage:** Half of respondents (155 or 51%) felt that community signage is very or somewhat important, and one quarter (81 or 26%) feel it is not at all or somewhat not important. A further quarter (69 or 23%) are not sure.

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Reduced Number of Traffic Lanes														
Not at all Important			Somewhat Not Important			Unsure/ Neutral			Somewhat Important			Very Important		
Nov 7	Nov 21	On Line	Nov 7	Nov 21	On Line	Nov 7	Nov 21	On Line	Nov 7	Nov 21	On Line	Nov 7	Nov 21	On Line
28	10	62	1	2	9	8	5	10	12	1	15	53	15	70
Total Not at all Important		% of 301	Total Somewhat Not Important		% of 301	Total Unsure/ Neutral		% of 301	Total Somewhat Important		% of 301	Total Very Important		% of 301
100		33%	12		4%	23		8%	28		9%	138		46%
<i>Total answered</i>											301			
<i>Total skipped</i>											38 (11% of 339)			

- **Reduced Number of Lanes:** Over half of respondents (166 or 55%) felt that a reduced number of lanes is very or somewhat important, and just over one third (112 or 37%) noted this is not at all or somewhat not important. A further 23 or 8% were unsure.

Left Turn Lane														
Not at all Important			Somewhat Not Important			Unsure/ Neutral			Somewhat Important			Very Important		
Nov 7	Nov 21	On Line	Nov 7	Nov 21	On Line	Nov 7	Nov 21	On Line	Nov 7	Nov 21	On Line	Nov 7	Nov 21	On Line
18	4	30	11	3	22	14	8	22	18	3	40	39	14	52
Total Not at all Important		% of 301	Total Somewhat Not Important		% of 301	Total Unsure/ Neutral		% of 301	Total Somewhat Important		% of 301	Total Very Important		% of 301
52		17%	36		12%	44		15%	61		20%	105		35%
<i>Total answered</i>											301			
<i>Total skipped</i>											38 (11% of 339)			

- **Left Turn Lane:** Over half of all respondents (166 or 55%) noted that a left turn lane is very or somewhat important, while 88 or 29% felt it is not at all or somewhat not important and 44 or 15% were not sure.

I.5. Enhancements to Improve Look and Feel of 112 Avenue

Five potential enhancements were identified and respondents indicated which areas along the avenue, if any, they felt would be best suited for these.

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Residential Area Enhancements

A variety of enhancements may be provided along 112 Avenue as part of the reconstruction project to improve the look and feel of both the residential and commercial areas. Please indicate the areas along 112 Avenue that you feel would be best suited for these enhancements. (Check all that apply).								
Residential Area Potential Enhancements	Nov 7 Workshop		Nov 21 Workshop		Online Survey		Total	
	#	%	#	%	#	%	#	%
Green Spaces	55	63	13	43	116	76	184	68
Street Side Tree/Shrub Plantings	59	68	19	63	104	68	182	67
Decorative Streetlights	41	47	14	47	77	50	132	49
Community Signage	41	47	9	30	68	44	118	44
Street Furniture	21	24	6	20	32	21	59	22
<i>answered question</i>	87		30		153		270	
<i>skipped question</i>	25		10		34		69	

- Green Spaces (combined total 184 or 68%) and Street Side Tree/Shrub Plantings (combined total of 182 or 67%) were identified most often as best suited for the Residential area, followed by Decorative Streetlights (combined total of 132 or 49%), Community Signage (combined total of 118 or 44%), and Street Furniture (combined total of 59 or 22%).

Commercial Area Enhancements

A variety of enhancements may be provided along 112 Avenue as part of the reconstruction project to improve the look and feel of both the residential and commercial areas. Please indicate the areas along 112 Avenue that you feel would be best suited for these enhancements. (Check all that apply).								
Commercial Area Potential Enhancements	Nov 7 Workshop		Nov 21 Workshop		Online Survey		Total	
	#	%	#	%	#	%	#	%
Decorative Streetlights	65	75	27	90	125	82	217	80
Street Furniture	68	78	13	43	128	84	209	77
Community Signage	48	55	15	17	112	73	175	65
Street Side Tree/Shrub Plantings	51	59	13	15	83	54	147	54
Green Spaces	27	31	7	8	50	33	84	31
<i>answered question</i>	87		30		153		270	
<i>skipped question</i>	25		10		34		69	

- Decorative Streetlights were noted most often by those who responded as being best suited for the Commercial Area (combined total 217 or 80%), followed closely by Street Furniture (209 or 77%).
- Community Signage was next highest with a combined total of 175 or 65%, followed by Street Side Tree/Shrub Plantings (combined total 147 or 54%), and Green Spaces (combined total of 84 or 31%).

I.6. Level of Agreement with Statements

- Respondents were asked to rate their level of agreement with each of the following statements. A total of 339 individuals responded to the online survey and individual comment forms from the two workshops, but not all responded to each question or statement. The total response numbers are noted as “total answered” and “total skipped”.

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Maintaining the lowest travel time along 112 Avenue for commuter traffic is important to me.														
Strongly Disagree			Disagree			Unsure/ Neutral			Agree			Strongly Agree		
Nov 7	Nov 21	On Line	Nov 7	Nov 21	On Line	Nov 7	Nov 21	On Line	Nov 7	Nov 21	On Line	Nov 7	Nov 21	On Line
34	9	46	16	3	38	7	2	11	24	4	12	24	18	61
Total Strongly Disagree		% of 309	Total Disagree		% of 309	Total Unsure		% of 309	Total Agree		% of 309	Total Strongly Agree		% of 309
89		29%	57		18%	20		6%	40		13%	103		33%
Total answered											309			
Total skipped											30 (9% of 339)			

- Responses are fairly evenly split between respondents from both the online survey and the workshop individual comment forms who disagree or strongly disagree with the first statement (146 or 46%) “Maintaining the lowest travel time along 112 Avenue for commuter traffic is important to me” and those (143 or 47%) who agree or strongly agree with it. A further 20 or 6% were unsure.

Enhancing neighbourhood access for motorists along 112 Avenue is important to me.														
Strongly Disagree			Disagree			Unsure/ Neutral			Agree			Strongly Agree		
Nov 7	Nov 21	On Line	Nov 7	Nov 21	On Line	Nov 7	Nov 21	On Line	Nov 7	Nov 21	On Line	Nov 7	Nov 21	On Line
16	4	21	11	1	28	28	10	38	24	11	46	24	9	34
Total Strongly Disagree		% of 305	Total Disagree		% of 305	Total Unsure		% of 305	Total Agree		% of 305	Total Strongly Agree		% of 305
41		13%	40		13%	76		25%	81		27%	67		22%
Total answered											305			
Total skipped											34 (10% of 339)			

- The level of agreement regarding the second statement “Enhancing neighbourhood access for motorists along 112 Avenue is important to me” was higher, with almost half (148 or 49%) indicating they agree or strongly agree with it, compared to one quarter (81 or 26%) who disagree or strongly disagree with it. A further 76 or 25% were unsure or neutral.

II. Concept Plan 1 – Four Lane Roadway

II.1. Level of Agreement with Statements

For Concept Plan 1 – Four Lane Roadway, please indicate your level of agreement with each of the five following statements. (Check the appropriate circle).

- A total of 339 individuals responded to the online survey and individual comment forms from the two workshops, but not all responded to each question or statement. The total response numbers are noted as “total answered” and “total skipped”. Percentages are calculated based on the number of individuals who responded to each aspect of the question.

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The sidewalk width identified in the residential area will meet pedestrian needs.														
Strongly Disagree			Disagree			Unsure/ Neutral			Agree			Strongly Agree		
Nov 7	Nov 21	On Line	Nov 7	Nov 21	On Line	Nov 7	Nov 21	On Line	Nov 7	Nov 21	On Line	Nov 7	Nov 21	On Line
22	3	17	12	3	20	7	4	21	45	14	55	18	11	36
Total Strongly Disagree		% of 288	Total Disagree		% of 288	Total Unsure		% of 288	Total Agree		% of 288	Total Strongly Agree		% of 288
42		15%	35		12%	32		11%	114		40%	65		23%
<i>Total answered</i>										288				
<i>Total skipped</i>										51 (15% of 339)				

- Almost two thirds of individuals who responded to this question (179 or 63%) agree or strongly agree with the statement “The sidewalk width identified in the residential area will meet pedestrian needs”. Just over one quarter (77 or 27%) disagree or strongly disagree, and 32 or 11% are not sure.

The boulevard width identified in the residential area will provide a comfortable separation between pedestrians and the traffic lanes.														
Strongly Disagree			Disagree			Unsure/ Neutral			Agree			Strongly Agree		
Nov 7	Nov 21	On Line	Nov 7	Nov 21	On Line	Nov 7	Nov 21	On Line	Nov 7	Nov 21	On Line	Nov 7	Nov 21	On Line
26	8	31	21	6	25	18	7	26	23	7	46	13	7	21
Total Strongly Disagree		% of 288	Total Disagree		% of 288	Total Unsure		% of 288	Total Agree		% of 288	Total Strongly Agree		% of 288
65		23%	52		18%	51		18%	76		26%	41		14%
<i>Total answered</i>										288				
<i>Total skipped</i>										51 (15% of 339)				

- Respondents are evenly split between disagree or strongly disagree (117 or 41%) and agree or strongly agree (117 or 41%) regarding the statement “The boulevard width identified in the residential area will provide a comfortable separation between pedestrians and the traffic lanes”. A further 51 or 18% are unsure or neutral.

I feel comfortable making left turns into the neighbourhood along 112 Avenue between 50 and 68 Streets.														
Strongly Disagree			Disagree			Unsure/ Neutral			Agree			Strongly Agree		
Nov 7	Nov 21	On Line	Nov 7	Nov 21	On Line	Nov 7	Nov 21	On Line	Nov 7	Nov 21	On Line	Nov 7	Nov 21	On Line
9	1	17	22	4	22	12	1	17	46	17	55	18	12	42
Total Strongly Disagree		% of 295	Total Disagree		% of 295	Total Unsure		% of 295	Total Agree		% of 295	Total Strongly Agree		% of 295
27		9%	48		16%	30		10%	118		40%	72		24%
<i>Total answered</i>										295				
<i>Total skipped</i>										44 (13% of 339)				

- The majority of respondents (190 or 64%) agree or strongly agree with the statement “I feel comfortable making left turns into the neighbourhood along 112 Avenue between 50 and 68 Streets”. This compares with one quarter (75 or 25%) who disagree or strongly disagree, and 30 or 10% who are unsure.

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The sidewalk width identified in the commercial area will meet pedestrian needs.														
Strongly Disagree			Disagree			Unsure/ Neutral			Agree			Strongly Agree		
Nov 7	Nov 21	On Line	Nov 7	Nov 21	On Line	Nov 7	Nov 21	On Line	Nov 7	Nov 21	On Line	Nov 7	Nov 21	On Line
8	3	10	16	1	21	22	6	27	40	13	55	15	10	37
Total Strongly Disagree		% of 284	Total Disagree		% of 284	Total Unsure		% of 284	Total Agree		% of 284	Total Strongly Agree		% of 284
21		7%	38		13%	55		19%	108		38%	62		22%
<i>Total answered</i>										284				
<i>Total skipped</i>										55 (16% of 339)				

- Over half of respondents (170 or 60%) agree or strongly agree with the statement “The sidewalk width identified in the commercial area will meet pedestrian needs”. The remaining respondents are fairly evenly split between those who disagree or strongly disagree (59 or 20%) and those who are unsure or neutral (55 or 19%)

The amount and type of parking provided within the commercial area will meet the needs of business owners and patrons.														
Strongly Disagree			Disagree			Unsure/ Neutral			Agree			Strongly Agree		
Nov 7	Nov 21	On Line	Nov 7	Nov 21	On Line	Nov 7	Nov 21	On Line	Nov 7	Nov 21	On Line	Nov 7	Nov 21	On Line
9	7	16	25	6	16	26	9	43	33	8	52	8	3	25
Total Strongly Disagree		% of 286	Total Disagree		% of 286	Total Unsure		% of 286	Total Agree		% of 286	Total Strongly Agree		% of 286
32		11%	47		16%	78		27%	93		33%	36		13%
<i>Total answered</i>										286				
<i>Total skipped</i>										53 (16%)				

- A small majority of respondents (129 or 46%) agree or strongly agree with the statement “The amount and type of parking provided within the commercial area will meet the needs of business owners and patrons”. The remaining respondents are evenly split between those who disagree or strongly disagree (79 or 27%) and those who are unsure or neutral (78 or 27%)

II.2. Additional Comments Regarding Concept 1 – Four Lane Roadway

- Respondents were asked to provide any additional comments they may have regarding the Concept 1 – Four Lane Roadway.
- A total of 147 respondents provided specific comments, and 192 skipped the question. To view all specific comments, please see the What We Heard Reports from the Online Survey and the November 7 and 21 workshops.
- There are mixed views regarding the Four Lane concept, with comments provided both for and against it.
- Several respondents noted that they support the Four Lane concept with an improved surface and that this best meets the needs of commuters.

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- One individual suggested that the Four Lane option is safer since commuters will be less likely to get frustrated and start taking short cuts through the residential neighbourhood.
- Comments included that the 4 lane seems like a good alternative and that future growth needs to also be considered in the planning process.
- Several others indicated that they do not support the Four Lane concept because it doesn't provide any benefits over the current situation. The 4 lane concept is not working now and there is little difference in Concept 1 from what exists now.
- Concerns were noted that the Four Lane concept does not enhance pedestrian safety and walkability, and that it does nothing to reduce the speed or volume of traffic.
- There were mixed views by respondents regarding parking on 112 Avenue in the commercial area, left turns in the Commercial Area, and sidewalk width.
- One respondent noted that moving the street light poles to the property line will improve access and in winter the sidewalks will be easier to clear, and also suggested that the reduced lane configuration be considered for the commercial area only and that bus stop 1342 be moved either east or west a block to reduce traffic tie ups in the high use commercial area.
- It was also noted that the simulation did not address buses in peak hours

III. Concept Plan 2 – Three Lane Roadway

III.1. Level of Agreement with Statements

For Concept Plan 2 – Three Lane Roadway, please indicate your level of agreement with each of the following statements.

A total of 339 individuals responded to the online survey and individual comment forms from the two workshops, but not all responded to each question or statement. The total response numbers are noted as “total answered” and “total skipped”. Percentages are calculated based on the number of individuals who responded to each aspect of the question.

The sidewalk width identified in the residential area will meet pedestrian needs.														
Strongly Disagree			Disagree			Unsure/ Neutral			Agree			Strongly Agree		
Nov 7	Nov 21	On Line	Nov 7	Nov 21	On Line	Nov 7	Nov 21	On Line	Nov 7	Nov 21	On Line	Nov 7	Nov 21	On Line
4	5	5	4	0	11	15	4	29	40	11	59	35	10	37
Total Strongly Disagree		% of 269	Total Disagree		% of 269	Total Unsure		% of 269	Total Agree		% of 269	Total Strongly Agree		% of 269
14		5%	15		6%	48		18%	110		41%	82		30%
Total answered											269			
Total skipped											70 (21% of 339)			

- The majority of respondents (192 or 71%) agree or strongly agree with the statement “The sidewalk width identified in the residential area will meet pedestrian needs”. A total of 48 or 18% are unsure, and 29 or 11% disagree or strongly disagree with the statement.

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The boulevard width identified in the residential area will provide a comfortable separation between pedestrians and the traffic lanes.														
Strongly Disagree			Disagree			Unsure/ Neutral			Agree			Strongly Agree		
Nov 7	Nov 21	On Line	Nov 7	Nov 21	On Line	Nov 7	Nov 21	On Line	Nov 7	Nov 21	On Line	Nov 7	Nov 21	On Line
3	4	9	10	3	13	16	4	34	35	12	46	33	8	39
Total Strongly Disagree		% of 269	Total Disagree		% of 269	Total Unsure		% of 269	Total Agree		% of 269	Total Strongly Agree		% of 269
16		6%	26		10%	54		20%	93		35%	80		30%
<i>Total answered</i>											269			
<i>Total skipped</i>											70 (21% of 339)			

- The majority of respondents (173 or 65%) agree or strongly agree with the statement “The boulevard width identified in the residential area will provide a comfortable separation between pedestrians and the traffic lanes”. A total of 54 or 20% are unsure, and 42 or 16% disagree or strongly disagree with the statement.

The shorter pedestrian crossing distance along 112 Avenue resulting from a lane reduction is important to me.														
Strongly Disagree			Disagree			Unsure/ Neutral			Agree			Strongly Agree		
Nov 7	Nov 21	On Line	Nov 7	Nov 21	On Line	Nov 7	Nov 21	On Line	Nov 7	Nov 21	On Line	Nov 7	Nov 21	On Line
15	6	41	11	5	11	17	7	22	25	5	26	28	8	40
Total Strongly Disagree		% of 267	Total Disagree		% of 267	Total Unsure		% of 267	Total Agree		% of 267	Total Strongly Agree		% of 267
62		23%	27		10%	46		17%	56		21%	76		28%
<i>Total answered</i>											267			
<i>Total skipped</i>											72 (21 of 339%)			

- Half of respondents (132 or 49%) agree or strongly agree with the statement “The shorter pedestrian crossing distance along 112 Avenue resulting from a lane reduction is important to me”, compared to one third (89 or 33%) who disagree or strongly disagree with the statement, and 46 or 17% who are unsure.

A dedicated two-way left turn lane will improve access to the neighbourhood.														
Strongly Disagree			Disagree			Unsure/ Neutral			Agree			Strongly Agree		
Nov 7	Nov 21	On Line	Nov 7	Nov 21	On Line	Nov 7	Nov 21	On Line	Nov 7	Nov 21	On Line	Nov 7	Nov 21	On Line
17	8	30	10	4	14	11	5	19	35	6	45	27	7	34
Total Strongly Disagree		% of 272	Total Disagree		% of 272	Total Unsure		% of 272	Total Agree		% of 272	Total Strongly Agree		% of 272
55		20%	28		10%	35		13%	86		32%	68		25%
<i>Total answered</i>											272			
<i>Total skipped</i>											67 (20% of 339)			

- Over half of respondents (154 or 57%) agree or strongly agree with the statement “A dedicated two-way left turn lane will improve access to the neighbourhood”, while to 83 or 30% disagree or strongly disagree with the statement, and 35 or 13% are unsure.

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I will feel comfortable using the dedicated two-way left turn lane to access the neighbourhood..														
Strongly Disagree			Disagree			Unsure/ Neutral			Agree			Strongly Agree		
Nov 7	Nov 21	On Line	Nov 7	Nov 21	On Line	Nov 7	Nov 21	On Line	Nov 7	Nov 21	On Line	Nov 7	Nov 21	On Line
14	7	23	8	4	10	9	5	21	37	7	51	30	7	37
Total Strongly Disagree		% of 270	Total Disagree		% of 270	Total Unsure		% of 270	Total Agree		% of 270	Total Strongly Agree		% of 270
44		16%	22		8%	35		13%	95		35%	74		27%
Total answered											270			
Total skipped											69 (20% of 339)			

- Almost two thirds of respondents (169 or 62%) agree or strongly agree with the statement “I will feel comfortable using the dedicated two-way left turn lane to access the neighbourhood”. A total of 66 or 24% disagree or strongly disagree with the statement, and 35 or 13% are unsure.

This lane configuration will accommodate commuter travel needs.														
Strongly Disagree			Disagree			Unsure/ Neutral			Agree			Strongly Agree		
Nov 7	Nov 21	On Line	Nov 7	Nov 21	On Line	Nov 7	Nov 21	On Line	Nov 7	Nov 21	On Line	Nov 7	Nov 21	On Line
24	11	49	10	4	8	15	2	22	34	9	39	18	5	26
Total Strongly Disagree		% of 276	Total Disagree		% of 276	Total Unsure		% of 276	Total Agree		% of 276	Total Strongly Agree		% of 276
84		30%	22		8%	39		14%	82		30%	49		18%
Total answered											276			
Total skipped											63 (19% of 339)			

- Almost half of respondents (131 or 48%) agree or strongly agree with the statement “This lane configuration will accommodate commuter travel needs”, compared to 106 or 38% who disagree or strongly disagree with the statement, and 39 or 14% who are unsure.

The sidewalk width identified in the commercial area will meet pedestrian needs.														
Strongly Disagree			Disagree			Unsure/ Neutral			Agree			Strongly Agree		
Nov 7	Nov 21	On Line	Nov 7	Nov 21	On Line	Nov 7	Nov 21	On Line	Nov 7	Nov 21	On Line	Nov 7	Nov 21	On Line
6	1	12	2	1	7	20	9	27	48	13	63	19	6	31
Total Strongly Disagree		% of 265	Total Disagree		% of 265	Total Unsure		% of 265	Total Agree		% of 265	Total Strongly Agree		% of 265
19		7%	10		4%	56		21%	124		47%	56		21%
Total answered											265			
Total skipped											74 (22% of 339)			

- The majority of respondents (180 or 68%) agree or strongly agree with the statement “The sidewalk width identified in the commercial area will meet pedestrian needs”. A total of 56 or 21% are unsure, and 29 or 11% disagree or strongly disagree with the statement.

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The amount of parking provided within the commercial area will meet the needs of business owners and patrons.														
Strongly Disagree			Disagree			Unsure/ Neutral			Agree			Strongly Agree		
Nov 7	Nov 21	On Line	Nov 7	Nov 21	On Line	Nov 7	Nov 21	On Line	Nov 7	Nov 21	On Line	Nov 7	Nov 21	On Line
9	5	20	7	7	11	34	6	47	36	8	43	14	6	20
Total Strongly Disagree		% of 273	Total Disagree		% of 273	Total Unsure		% of 273	Total Agree		% of 273	Total Strongly Agree		% of 273
34		12%	25		9%	87		32%	87		32%	40		15%
<i>Total answered</i>										273				
<i>Total skipped</i>										66 (19% of 339)				

- Slightly more respondents (127 or 47%) agree or strongly agree with the statement “The amount of parking provided within the commercial area will meet the needs of business owners and patrons”, compared to 87 or 32% who are unsure or neutral, and 59 or 21% who disagree or strongly disagree with the statement.

The limited left turn access within the commercial area will meet the needs of residents and businesses.														
Strongly Disagree			Disagree			Unsure/ Neutral			Agree			Strongly Agree		
Nov 7	Nov 21	On Line	Nov 7	Nov 21	On Line	Nov 7	Nov 21	On Line	Nov 7	Nov 21	On Line	Nov 7	Nov 21	On Line
15	7	27	15	6	22	26	9	40	32	7	32	8	2	19
Total Strongly Disagree		% of 267	Total Disagree		% of 267	Total Unsure		% of 267	Total Agree		% of 267	Total Strongly Agree		% of 267
49		18%	43		16%	75		28%	71		27%	29		11%
<i>Total answered</i>										267				
<i>Total skipped</i>										72 (21% of 339)				

- Respondents are fairly evenly split between agree and strongly agree (100 or 38%) and disagree or strongly disagree (92 or 34%) regarding the statement “The limited left turn access within the commercial area will meet the needs of residents and businesses”. A further 75 or 28% are unsure or neutral.

III.2. Additional Comments Regarding Concept 1 – Four Lane Roadway

- Respondents were asked to provide any additional comments they may have regarding Concept 2 – Three Lane Roadway.
- Half of respondents (169) respondents provided specific comments, and 170 skipped the question. To view all specific comments, please see the What We Heard Reports from the Online Survey and the November 7 and 21 workshops.
- There were mixed views regarding support or not support for the Three Lane Concept.
- Many respondents support the three lane concept, but there are also many concerns regarding the lane reduction and the impacts this may have, both on commuters and residents.

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- Traffic flow was noted by several respondents as a major concern, with suggestions made by several that this would likely result in increased short cutting through the neighbourhood.
- Concerns were noted about increased traffic on other area routes (e.g., 118 Ave and Ada Blvd) and reduced traffic flow.
- The impact of buses on traffic flow was noted as a concern. Suggestions were made by several respondents for dedicated bus lanes or bus bays that take up part of the boulevard.
- A few suggested considering having the middle lane be reversed direction in the morning and evening to allow 2 lanes of flow at peak times.
- There were negative comments regarding the concrete median in the commercial area, including problems with snow clearing in winter.
- Comments both for and against parking on 112 Avenue, two way left turn lanes, and left turns in the commercial area were noted by several respondents.