



THE WAY WE MOVE

# 112 Avenue Reconstruction Concept Plan

TRANSFORMING | **EDMONTON**

BRINGING OUR CITY VISION TO LIFE



January 29, 2013

# Meeting Purpose

- Provide project background
- Present the option that will be recommended to City Council for the 112 Avenue reconstruction
- Explain the rationale used to determine the recommended option
- Provide clarity before presenting to City Council

# Background

- In 2007, Council directed administration to review the lane reduction concept with stakeholders before future work to reconstruct 112 Avenue
- The reconstruction of 112 Avenue between 50 Street and 68 Street is planned for 2014
- Concept Plan considers:
  - Roadway Cross-sections
  - Traffic Circulation
  - Aesthetic Treatments

# Public Involvement Process

- Community Workshop on November 7, 2012
- Community Workshop on November 21, 2012
- Online Survey
- Drop-in Session on December 11, 2012
- Information Session on January 29, 2013

# What We Heard

- 480 participants took part in the Online Survey, two Community Workshops and Drop-in Session
- Participants Representing:
  - Highlands Community (60%)
  - Adjacent Communities (32%)
  - Other Areas of the City (8%)
- The majority of respondents (96%) use 112 Avenue on a regular basis

# What We Heard – November 2012

- 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 – November 2012

## ➤ 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 – December 2012

- Top Three Elements Defining Walkability:
  - Wider Sidewalks
  - Good access to controlled crossings of 112 Avenue
  - Good buffer between sidewalk and street
  
- Most appropriate area for Enhanced Landscaping:
  - 68 Street to 62 Street, including the Commercial Area

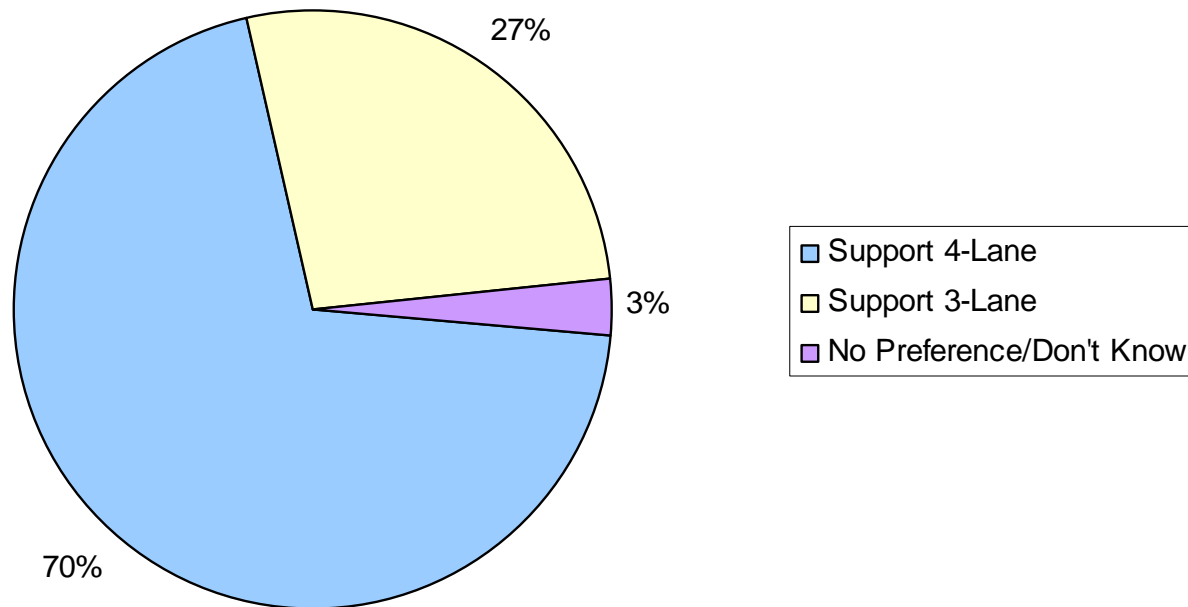


# What We Heard – December 2012

- Most important factors to consider:
  - Maintaining the lowest travel time along 112 Avenue
  - Reducing potential neighbourhood shortcutting
  - Walkability along 112 Avenue
  
- Importance of bus bays to Success of Three-Lane Concept:
  - 56% of respondents feel the provision of bus bays are somewhat or very important to the success of the Three-Lane Concept

# What We Heard – January 2013

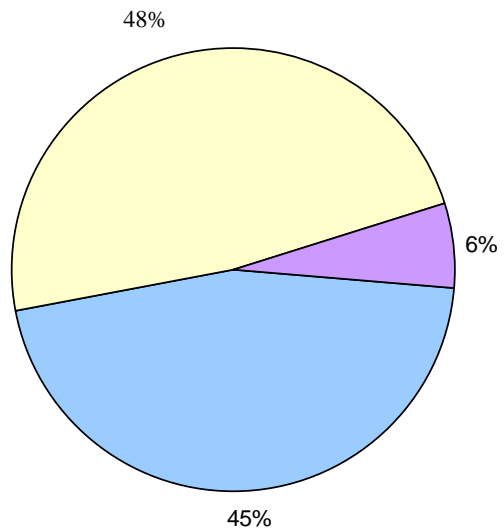
## ➤ Overall:



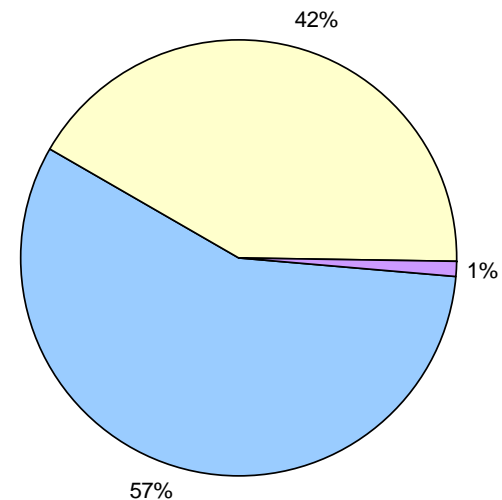
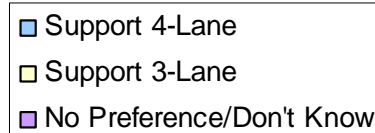
Telephone Poll January 2013

# What We Heard – January 2013

## ➤ Local Neighbourhood Support:



Highlands



Bellevue

Telephone Poll January 2013

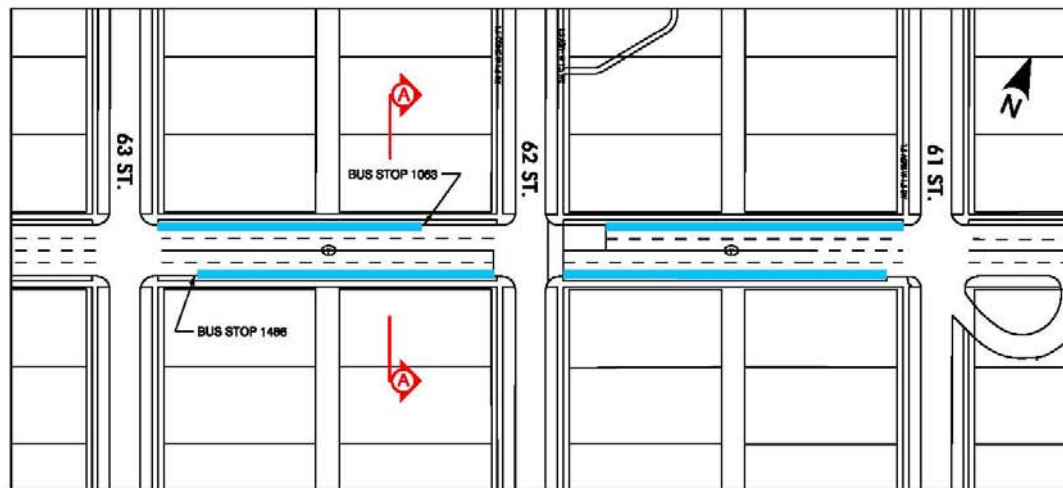
# City Council Recommendation

## ➤ Four-Lane Concept Plan:

- Widen sidewalks to 2.3m in the Residential area and 3.35m in the Commercial Area with no landscaped boulevard
- Maintain Pedestrian Signals at 65, 62 and 55 Streets with a potential upgrade of the Crosswalk at 53 Street
- Replace and relocate street lights to the back of the sidewalk
- Improve Urban Design elements between 62 and 68 Streets (decorative street lights, benches, landscaping)

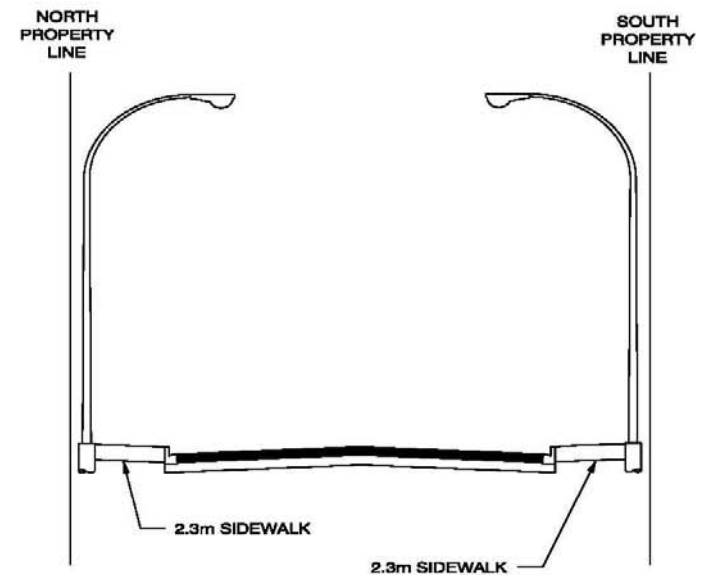
# Concept Plan 1: Four-Lane Roadway

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



**LEGEND:**

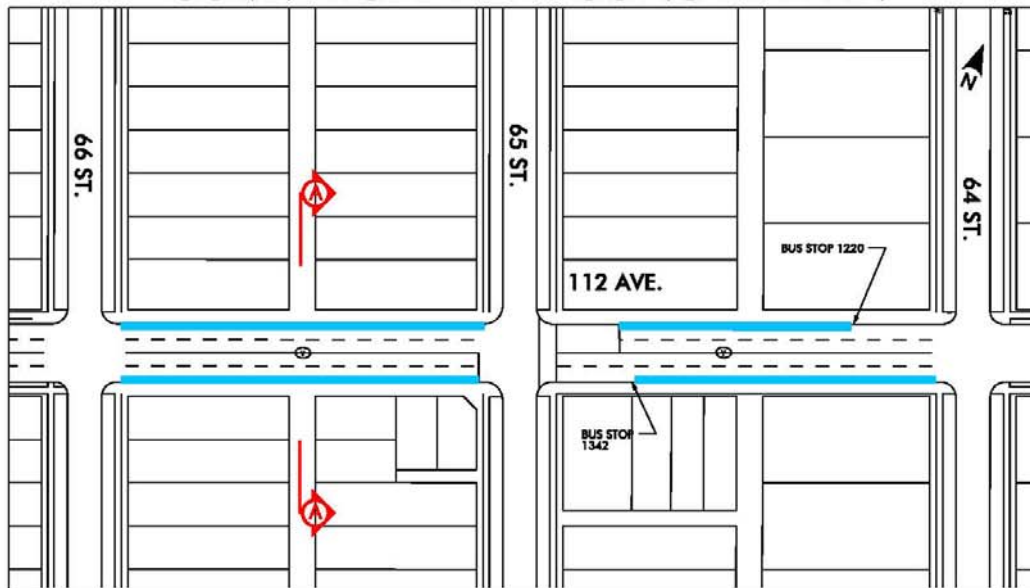
 PARKING DURING OFF-PEAK TIMES ONLY



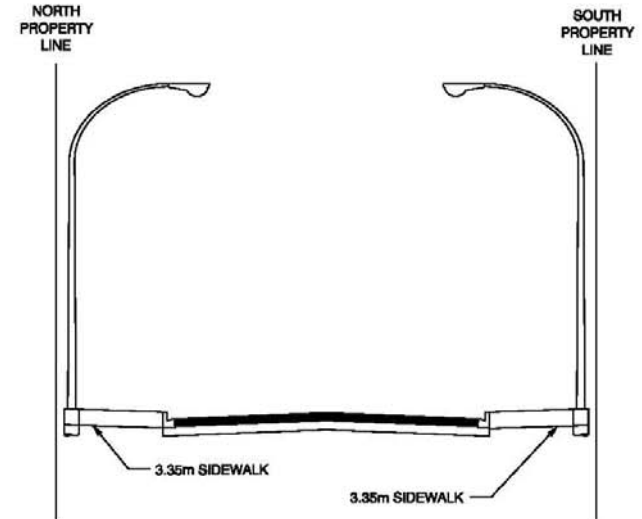
### **SECTION A-A**

# Concept Plan 1: Four-Lane Roadway

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



LEGEND:  
PARKING DURING OFF-PEAK TIMES ONLY



### SECTION A-A



# Four-Lane Concept Plan Rationale

## ➤ Pedestrian Safety

- Provides safe crossing opportunities at key locations
- History of low collision activity
- Vehicle speeds will continue to be monitored and enforced as necessary

## ➤ Walkability

- Increases sidewalk widths and provides good access to controlled pedestrian crossings

# Four-Lane Concept Plan Rationale

## ➤ Transportation Master Plan Goals

- Addresses the City's long term goals of supporting public transportation and active transportation modes
- Provides the capacity to accommodate smooth traffic flow and support residential access

# Three-Lane Concept Plan Concerns

- Unable to provide bus bays along 112 Avenue
- Potential neighbourhood shortcutting associated with a lane reduction

## Moving Forward

- Continue to monitor vehicle speeds and enhance enforcement if necessary
- Public involvement process to solicit input on aesthetic enhancements along the corridor

# Next Steps

- Recommendation to City Council on March 13, 2013
- Please complete and return the comment form or complete online by February 1, 2013 at:

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