

112 AVENUE RECONSTRUCTION: WHAT WE HEARD HIGHLIGHTS

December 2012

The City of Edmonton is developing a concept plan for the reconstruction of 112 Avenue between 50 and 68 Streets.



A total of 373 participants took part in the Online Survey and Community Workshops on November 7 and 21. A summary of input from the Online Survey (187 respondents), individual comment forms from the Workshops (152), and highlights from the Workshop small group discussions (representing 186 participants) is included in this report. Separate What We Heard reports are available that provide more details regarding each of the workshops and online survey results.

Participants in the public involvement process were primarily from the Highlands community (62%). Participants also came from adjacent communities in Northeast Edmonton (33%) and from other areas of the City (5%). The majority of respondents (96%) use 112 Avenue on a regular basis.

Overall, the process highlighted the importance of this project to the community, with valuable input emphasizing the importance of pedestrian safety, walkability, access, and traffic flow. The process has also shown there are diverse opinions, with a strong polarization of views regarding the potential traffic lane reduction.

OVERALL CORRIDOR

Respondents were asked to rank the importance of eleven factors being considered in the concept planning process.

- **Pedestrian Safety** was identified as the most important factor.
- Three factors were ranked in the top five, including: **Improved Walkability**, **Smooth Traffic Flow**, and **Residential Access**.
- Factors assigned the lowest ratings included **Reduced Travel Times**, **Commercial Area Enhancements**, and **Aesthetics**.

Respondents noted that the busiest activity centres and destinations were the Commercial Area and adjacent blocks, stretching from about 62 to 68 Streets, and the area from 50 Street to 55 Street, past the school.

Almost all respondents agree that the current locations for controlled pedestrian crosswalks are provided where access is needed the most. Respondents who provided alternate comments or suggestions were most likely to suggest the 53 Street pedestrian crosswalk was not in the best location. Some respondents indicated that it should have a signal, and others felt a crosswalk at this location is redundant. Suggestions for alternate crossing 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 **Green Spaces** and **Street Side Tree/Shrub Plantings**.
- Just under half of respondents felt that **Reduced Number of Traffic Lanes**, **Decorative Streetlights**, **Left Turn Lane**, **Wider Sidewalks** and **Community Signage** were very or somewhat important.
- **Wider Sidewalks**, **Wider Boulevards**, **On-Street Parking** and **Street Furniture** were felt to be important by around 40% of respondents, but about one third felt these were not important.

CONCEPT 1 - FOUR LANE ROADWAY

Respondents were asked to rate their level of agreement with statements about Concept 1.

About 60% of respondents agree or strongly agree with the following statements:

- The sidewalk width identified in the residential area will meet pedestrian needs.
- The sidewalk width identified in the commercial area will meet pedestrian needs.
- I feel comfortable making left turns into the neighbourhood along 112 Avenue between 50 and 68 Streets.

Respondents were evenly split in agreement about following statement:

- The boulevard width identified in the residential area will provide a comfortable separation between pedestrians and the traffic lanes.

A total of 147 respondents provided additional comments regarding Concept 1.

- Some respondents noted that they support the Four Lane concept with an improved surface and that this best meets the needs of commuters.
- Others indicated they do not support the Four Lane concept because it doesn't provide any benefits over the current situation, and there were suggestions it would not enhance pedestrian safety and walkability, nor reduce the speed or volume of traffic.
- Some comments also suggested future growth requirements need to be considered in the planning process.

CONCEPT 2 - THREE LANE ROADWAY

Respondents were asked to rate their level of agreement with statements about Concept 2.

71% of respondents agree or strongly agree with the following statement:

- The sidewalk width identified in the residential area will meet pedestrian needs.

Two thirds of respondents agree or strongly agree with the following statements:

- The sidewalk width identified in the commercial area will meet pedestrian needs.
- The boulevard width identified in the residential area will provide a comfortable separation between pedestrians and the traffic lanes.

Over half (57%) agree or strongly agree with the following statement:

- I would feel comfortable using the dedicated two-way left-turn lane to access the neighbourhood.
- A dedicated two-way left turn lane will improve access to the neighbourhood.

About one half agree or strongly agreed, and just over one third strongly disagreed or disagreed, with the following statements:

- The shorter pedestrian crossing distance along 112 Avenue resulting from a lane reduction is important to me.
- This lane configuration will accommodate commuter travel needs.

Almost one half agreed, and one fifth did not agree with the statement:

- The amount of parking provided within the commercial area will meet the needs of business owners and patrons.

Respondents were fairly evenly split between those who agree, disagree and are unsure regarding the statement:

- The limited left turn access within the commercial area will meet the needs of residents and businesses.

Almost half of respondents (169) provided additional comments regarding Concept.

Traffic flow was noted by several respondents as a major concern, with suggestions the lane reduction would result in increased short-cutting through the neighbourhood.

- It was suggested the middle lane could reverse direction in peak periods to allow two lanes of traffic flow during peak hours.
- Bus pullouts were requested by several respondents, suggesting these could be cut into the boulevard if necessary.
- There were comments about the concrete median in the commercial area, including concerns there would be problems with snow removal.
- 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.

FOR MORE INFORMATION

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