

# PUBLIC ENGAGEMENT

SHARE YOUR VOICE SHAPE OUR CITY

Edmonton

## Reporting Back

### SHARE YOUR VOICE, SHAPE OUR CITY

*This is your city.*

*We welcome your input on how we maintain, grow and build Edmonton.*

*We believe engagement leads to better decision-making.*

*We are committed to reaching out to our diverse communities in thoughtful and meaningful ways.*

*We want to understand your perspectives and build trusting relationships with you.*

*We will show you how you help influence City decisions.*

*Share your voice with us and shape our city.*

## WHAT WE HEARD - Reporting Back - September 2019

### 144 Avenue Concept Planning Study

#### Project/Initiative Background

The City has initiated a Concept Planning Study for 144 Avenue, between 50 Street and 97 Street, which supports the design of a safe and welcoming street for all users. It considers traffic and pedestrian safety, access management, parking and accommodation for cars, transit, bikes and pedestrians.

144 Avenue is currently a 4-lane divided collector roadway with occasional on-street parking lanes. It provides access to 7 neighbourhoods: Evansdale and Northmount (Dickinsfield), Kilkenny, McLeod, Casselman, Kildare, and York. Once the Concept Planning Study is completed, it will inform design decisions for the future renewal plans of the corridor.

The City of Edmonton has been working with community and business groups, residents and the general public to gather perspectives and feedback for 144 Avenue on:

- local usage - how people move within the corridor (i.e. walking, wheeling, transit, and driving), what currently operates well, and where there are opportunities for improvement
- values and vision - what the desired experience is for users along 144 Avenue

Name  
Date  
Location

#### 144 Avenue Concept Planning Study

January 2019 to Fall 2020

[edmonton.ca/144AvenueConcept](http://edmonton.ca/144AvenueConcept)

<b>Contact information</b>	Linda Billey <a href="mailto:linda.billey@edmonton.ca">linda.billey@edmonton.ca</a>
<b>Level of public engagement</b>	ADVISE
<b>Description</b>	Public engagement activities were held to gather perspectives and insight on the 144 Avenue corridor from 50 Street to 97 Street and to explore opportunities for improvements.

## WHAT WAS DONE

### 144 Avenue Concept Planning Study

#### Public Engagement - 2019

##### Group Stakeholder Meetings

Seventeen stakeholder meetings, with representatives from neighbouring community leagues, businesses and organizations, were held in March, April and May 2019. The representatives provided input on how they currently see 144 Avenue working, problem areas, and ideas for improvements. They also provided input on what along 144 Avenue was important to them.

##### Public Meeting, June 19, 2019

A public meeting, with 156 attendees, was held from 4:00 to 8:00 pm on June 19, 2019 at the Londonderry Community League Hall.

This "Advise" level of public engagement was held to provide an opportunity for stakeholders to have direct input and discussion on the draft vision and priorities for 144 Avenue. The vision and values were generated from information provided through the group stakeholder meetings. In addition, attendees were able to comment on problem areas, how 144 Avenue was working, and on possible ways to incorporate sidewalks, boulevards, and cyclists and pedestrian crossings.

The public and stakeholders gained an increased level of understanding of the project and the process moving forward. They were provided opportunities to give/record their comments and/or seek clarification about the project.

The public meeting was promoted through non-addressed postcards distributed throughout the project area, with portable roadside signs, emailed invitations to identified stakeholders, City of Edmonton social media, and through community leagues and local organizations.

Information sharing at the event was done through display boards, project corridor maps, and by project staff available to provide information and answer questions.

Feedback was collected from the public through a comment form/survey, verbally to project staff, and by comments left on "sticky notes" on project maps and display boards at the events. The comment form/survey was also available on the project webpage ([edmonton.ca/144AvenueConcept](http://edmonton.ca/144AvenueConcept)) for three weeks after the event.

There were 258 comments forms/surveys received of which 16 were completed at the public meeting. Two sets of comments were received by email after the event.

### **Online Comment Form/Survey, June 19 to July 11, 2019**

The online survey was conducted from June 19 through July 11, 2019. The survey was available on the project webpage and at [www.edmonton.ca/surveys](http://www.edmonton.ca/surveys). The survey asked respondents about the vision for 144 Avenue, their current usage of 144 Avenue, and about their values and priorities for 144 Avenue. The survey was at the "Advise" level of public engagement. General comments were also left by respondents. The survey was promoted at the public meeting, with portable roadside signs, and through stakeholder groups.

## **SUMMARY OF RESULTS AND FINDINGS**

### **Results and Findings: Group Stakeholder Meetings, March-May, 2019**

Through feedback and input provided by group stakeholders (school boards, health services, commercial properties, social service agencies, community leagues, etc.) it was suggested that 144 Avenue should be accessible equally to all, including pedestrians (including those with limited mobility), cyclists, transit and vehicles. It should be safe, easy to use, and visually appealing; providing a sense of community.

### **Results and Findings: Public Meeting, June 19, 2019**

The feedback/comments received verbally, and as written comments on maps and boards, are summarized and grouped alphabetically below under general themes. Some of the feedback received falls outside of the scope of this project (e.g. alleyways) but has been included in this report for information purposes. The comments in this document have been summarized.

#### **Bike Lanes/Bikes**

- Do not want bike lanes
  - they are confusing for drivers and riders
  - there is enough room on the road as is for bikes
  - very few bikes in area
  - put bike lanes on 137 Avenue

#### **Changes to 144 Avenue Not Required**

- 144 Avenue functions fine as is
- Don't waste money on changes that are not needed
- Just fix the road surface and the sidewalks

### **Crosswalks/Pedestrian Lights/Corner Extensions**

- Need traffic signals for pedestrian crossings as flashing lights are continuous at busy times and vehicles cannot get by
- Painted crosswalks are needed
- No corner bulbs/extensions
  - difficult to see especially when covered with snow

### **Maintenance**

- Resurface the road
- Fix the sidewalks
- Back alleys are in rough shape

### **Medians**

- Keep the trees and shrubs on medians
- Replace dead trees on medians
- No trees on medians as they die from salt and snow buildup

### **Parking**

- Keep parking on both sides of the avenue
- Need more parking enforcement as cars park too close to corners

### **School Drop-off and Pick-ups**

- Student drop-off and pick-ups are a problem
- Parents let children off in the middle of the road, stopping traffic to do so
- Need safe drop-off areas
- Parents and children need further road safety information

### **Shared Use Paths**

- Make new, wider paths for bikes and pedestrians
- Shared walking and bike paths that the City clears in winter

### **Snow Removal**

- Snow piled on medians and at the curb creates blind spots/visibility problems
- Snow should be removed not just pushed aside
- More months of winter than summer so plan for snow and snow removal

### **Speed Limits/Speeding**

- 30 kph speed limit is too slow
- Lower speed limits have had a positive effect on 144 Avenue
- Inconsistent speed limits are annoying
- Would like to see one consistent speed limit
- Like the speed signs that indicate drivers speed
- Alternating speed limits have forced drivers onto quiet side streets where speeds are not enforced

### **Traffic/ Traffic Movements**

- Keep two driving lanes in each direction
- Too much traffic at 50 Street and 144 Avenue to make turns safely
- Need more left turn bays

### **Traffic Signals**

- Need traffic lights at 50 Street and 144 Avenue
- Too many traffic lights along 144 Avenue disrupt traffic flow
- Lights need to be timed properly

### **Transit**

- Do not remove bus routes
- Make bus access to Clareview LRT better
- Should have an ETS representative at the meeting

### **Other**

- Redo 144 Avenue all at the same time from 50 Street to 97 Street
- Would like more dog parks
- Too many signs along 144 Avenue

# Results and Findings: Comment Form/Online Survey, June 19-July 11, 2019

Note:

Comment forms/surveys that were completed at the public meeting (16) are included here with the survey summary results. (258 responses in total)

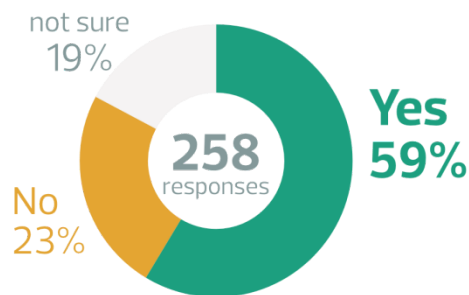
The comments received with the comment forms/survey are summarized and grouped alphabetically, for each question, under general themes. Note that some percentages may total more or less than exactly 100% due to rounding of decimal places.

## 1. The Vision

The following **draft** vision statement was created from the information received from group stakeholder meetings:

**Does this vision statement describe what you would like 144 Avenue to be in the future?**

*"144 Avenue, between 50 and 97 Street, is a neighbourhood road that links and provides access to seven communities, twelve schools and a variety of local amenities, including health care, parks, restaurants and shopping. Equal opportunities for pedestrians, cyclists, transit and vehicles to move safely within an identifiable corridor help to promote a sense of community".*



## Why?

### Vision Statement Comments:

- Vision statement is vague
- Vision statement is too long
- 144 Avenue is already what the vision statement describes
- No changes are needed for 144 Avenue
- Equal opportunities are not necessary as no one rides bikes in the area
- Would be nice to not just have the focus on cars
- Need maintenance of what is there and whatever is built new

### Cycling/Bike Comments:

- Do not need or want bike lanes as they are confusing and difficult to maneuver
- Remember we have more winter than summer

### Safety Comments:

- Needs to be safe
- Safety is first priority

- Drop-offs and pick-ups at schools currently are not safe
- Keep median fence at M.E. LaZerte as it works great to keep pedestrians from crossing randomly
- Suggest that chain link fences, to control pedestrian crossings, be implemented at more schools
- Safety would be improved with a bike path

#### **Speed Limits/School Zones/Playground Zone Comments:**

- Too many school zones and changes in speed limits
- Speed signs are good
- One consistent speed would be desirable
- Playground zones should only be in effect during school hours

#### **Is anything missing? Would you like something changed?**

#### **Cycling/Bike comments:**

- Shared bike/pedestrian pathway is needed to keep bikes off the street
- Allow bikes to ride on sidewalks

#### **Leave 144 Avenue As-Is/Changes Not Required/Requires Maintenance:**

- Leave things the way they are as we don't want or need any changes
- Don't waste money on changes just fix the road surface and the sidewalks
- Clear the snow away in winter
- Don't just pile snow at sides of road or on medians

#### **Speed Limits/School Zones/Playground Zone Comments:**

- Need higher fences or berm walls to reduce the number of playground zones
- Consistent speed of 40 kph
- Stagger school start and end times to alleviate all school traffic at the same time

#### **Traffic Signal Comments:**

- Traffic lights needed on 50 Street and 144 Avenue, and at 72 Street and 144 Avenue

#### **Transit Comments:**

- Transit routes should have good access to the Clareview LRT
- 144 Avenue is used for bus routes that connect Clareview, Belvedere, Northgate and Coliseum

#### **Vision Statement Comments:**

- A strong vision for 144 Avenue has the potential to bring together communities that are otherwise separated along north-south roadway boundaries
- 144 Avenue should be aesthetically pleasing
- Improve safety and lighting

#### **Other Comments:**

- Consider parking for all the local residents from private homes and apartments
- Police presence is missing

## 2. Values & Priorities for 144 Avenue

To what extent do you agree or disagree with the identified values? (highest number shaded)

Value	Strongly agree	Somewhat agree	Neither agree nor disagree	Somewhat disagree	Strongly disagree	Unsure
A transportation corridor for all	45%	27%	9%	10%	8%	2%
Aesthetics/ Sense of Place	37%	24%	18%	9%	10%	2%
Safety for all	60%	22%	10%	4%	3%	1%
Comfort	34%	34%	18%	7%	5%	2%
Maintenance	71%	16%	6%	2%	3%	1%

Is anything missing in the list of values? Please name and describe the missing value(s).

### Cycling/Bike Comments:

- Make the sidewalk wide enough for bikes and pedestrians to travel safely together
- No bike lanes-downtown is a mess

### Furniture/Banner Comments:

- No street furniture-it encourages loitering, impedes foot traffic, require maintenance

### Leave 144 Avenue As-Is/Changes Not Required/Maintenance:

- Maintenance of the road is important
- Cannot keep up with maintenance now so don't put in more
- Common sense is missing

### Parking Comments:

- Do not reduce the number of lanes or parking
- Parking is an issue with many multi-family dwellings

### Pedestrians/School Drop-off Comments:

- Walk signals at traffic lights should be automatic-shouldn't have to push a button to get a walk signal
- Need places to pull off to drop off students at schools
- Students need traffic safety lessons

### Sightlines/Safety Comments:

- Make sure snow windrows do not obstruct the field of vision along the avenue
- Trees and shrubs block sightlines
- Need good sightlines at intersections

### Snow Removal/Snow Storage Comments:

- Snow should be removed, not stored



**Speed Limits/School Zones/Playground Zone comments:**

- Too many speed zone changes
- Consistent speed needed
- Make zones school zones not playground zones

**Survey Questions/Public Engagement Comments:**

- Seems like there is a plan already in place
- Not sure what comfort has to do with it

**Traffic/Traffic Movement Comments:**

- Ease of travel from one end to the other
- Accessibility to the corridor
- Travel efficiency is important

Please indicate how important these values are to you (*highest number shaded*):

<b>Value</b>	Very important	Important	Neither important nor unimportant	Not important	Not at all important	Unsure
A transportation corridor for all	43%	27%	14%	10%	6%	1%
Aesthetics/ Sense of Place	25%	31%	21%	12%	8%	2%
Safety for all	61%	25%	9%	2%	2%	0%
Comfort	24%	36%	26%	5%	7%	2%
Maintenance	65%	24%	8%	1%	2%	1%

Based on the stakeholder comments received so far, each of the values has priorities to help make it successful. These are listed below but are not necessarily in order of importance.

Please indicate if you agree with these priorities.

**Value 1: A transportation corridor for all (*highest number shaded*)**

<b>Priority</b>	Strongly agree	Somewhat agree	Neither agree nor disagree	Somewhat disagree	Strongly disagree	Unsure
Provide space for vehicles (moving and parked), pedestrians and cyclists	49%	30%	4%	10%	5%	2%

**Value 2: Aesthetics/Sense of Place** *(highest number shaded)*

<b>Priority</b>	Strongly agree	Somewhat agree	Neither agree nor disagree	Somewhat disagree	Strongly disagree	Unsure
Provide an identifiable corridor	25%	29%	22%	10%	10%	4%
Provide more trees and shrubs	29%	24%	21%	12%	12%	2%
Include banners/planters in select areas	17%	24%	24%	16%	17%	1%

**Value 3: Safety for all** *(highest number shaded)*

<b>Priority</b>	Strongly agree	Somewhat agree	Neither agree nor disagree	Somewhat disagree	Strongly disagree	Unsure
Have a consistent speed along the corridor	57%	19%	10%	7%	6%	2%
Provide clear sightlines between cyclists, pedestrians and vehicles	62%	23%	7%	3%	5%	0%
Provide well-defined areas for pedestrians, including well-marked crosswalks with pedestrian flashers	67%	24%	5%	1%	3%	0%
Provide good street lighting	74%	20%	3%	1%	2%	0%
Have a well-signed road (but no visual clutter from too much signage)	52%	38%	7%	1%	2%	1%
Encourage safety education program for drivers and schools	41%	25%	20%	6%	6%	2%
Provide safe travel for cyclists (on sidewalks, lanes or trails)	40%	18%	17%	9%	15%	1%

**Value 4: Comfort** *(highest number shaded)*

<b>Priority</b>	Strongly agree	Somewhat agree	Neither agree nor disagree	Somewhat disagree	Strongly disagree	Unsure
Make wider sidewalks for pedestrians	29%	21%	18%	17%	14%	0%
Provide good street lighting	71%	22%	4%	1%	2%	0%
Include well-placed furniture along the corridor (benches and waste receptacles)	24%	31%	22%	11%	11%	1%

Provide shelters and benches at bus stops	38%	38%	17%	3%	3%	1%
Include larger bus pads at select bus stops, such as malls and schools	34%	26%	27%	8%	3%	1%

**Value 5: Maintenance** (*highest number shaded*)

<b>Priority</b>	Strongly agree	Somewhat agree	Neither agree nor disagree	Somewhat disagree	Strongly disagree	Unsure
Provide room for snow storage	47%	21%	17%	6%	7%	3%
Maintain a smooth road surface (no potholes)	83%	11%	3%	1%	1%	0%
Maintain a smooth sidewalks (no cracks)	64%	26%	7%	2%	1%	0%

**Is anything missing in the list of priorities? Please name and describe each missing priority and the value it would support.**

**Cycling/Bike comments:**

- A bike path would be great
- No bike lanes
- Separate bike lanes from driving lanes
- Vehicle driving lanes should not be sacrificed for bike lanes

**Leave 144 Avenue As Is/Changes Not Required/Requires Maintenance:**

- No changes are needed-leave as is and just fix the road surface and sidewalks
- Do regular maintenance on roads and sidewalks and in alleys

**Parking comments:**

- Do not reduce the number of lanes or parking
- Cars park too close to intersections and it is not enforced

**Safety comments:**

- More police presence needed
- Need to educate pedestrians and cyclists about road safety

**Shared Use Path/Sidewalk comments:**

- Wider sidewalks for pedestrians and cyclists are needed

**Snow Removal/Snow Storage comments:**

- Remove snow, don't store it
- Snow windrows are too high and cannot see on-coming traffic to make a left hand turn

**Speed Limits/School Zones/Playground Zone comments:**

- Need a consistent speed
- 30 kph zones are not necessary where school yards are fenced
- No children out in the winter when it is dark so playground zone times should be reduced

**Traffic Signal comments:**

- All traffic lights should automatically have a walk signal (no need to push a button)

**Traffic/Traffic Movement comments:**

- Keeping traffic moving instead of slowing it down
- No bulb outs/extensions

**Other comments:**

- Need better lighting
- Manholes should be at the same level as the road
- Traffic signals at crosswalks not flashing lights

There are many ways to design 144 Avenue to meet the vision. Tell us what elements you think would help achieve this:

## SHARED-USE PATHS and SIDEWALKS

A **shared-use path (SUP)** is typically 3m wide, provides space for two-way traffic, and is shared by cyclists and pedestrians. Shared-Use Paths are not on the road.

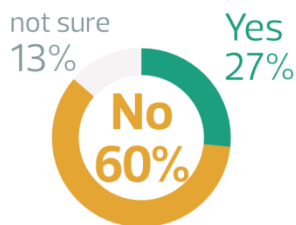
A **sidewalk** is for two way pedestrian traffic but may be used by bikes with wheel diameters of 50 cm or less as per Bylaw 5590.

The **boulevard** is located between the curb or pavement edge on streets with separated sidewalks and shared-use paths.

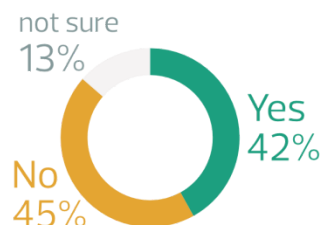
### Shared-use paths and sidewalks

#### Shared-Use Path or Sidewalk

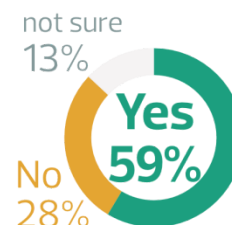
Shared-use path (SUP) on both sides of the road



SUP on one side of the road and sidewalk on the other

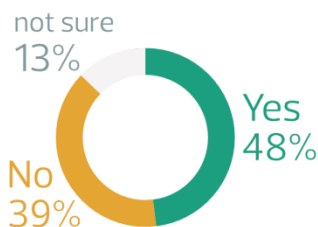


Standard sidewalks on both sides of the road

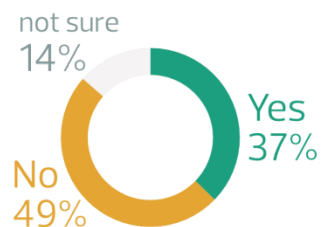


#### Sidewalks with boulevards or next to road

Sidewalk or SUP with boulevard and trees

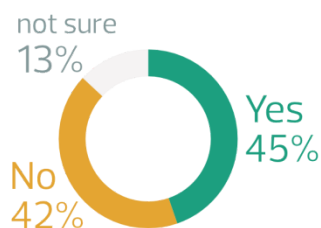


Sidewalk or SUP next to the road (no boulevard with trees)

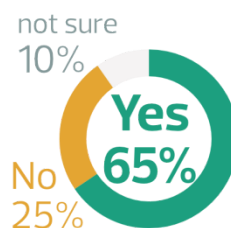


### Bikes

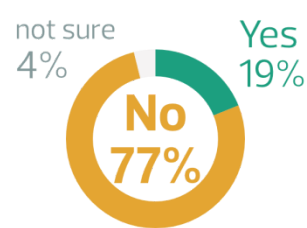
144 Avenue today (2019): some cyclists ride on road



Bikes on a shared-use path



Bikes on the road in protected separated lanes

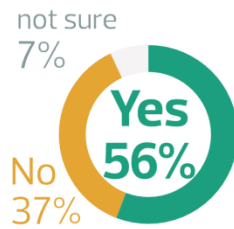


## MEDIAN ISLANDS

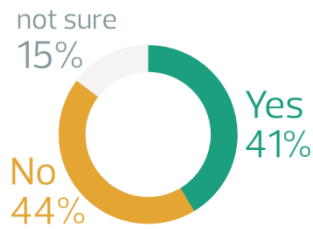
A **median island** physically separates traffic going in opposite directions. Depending on width, it can provide space for trees, shrubs and/or sod. Medians on divided streets serve a variety of important purposes related to safety, traffic operations, access control and aesthetics. They may act as a pedestrian refuge, providing a place in the road to stop while crossing.

### Median island

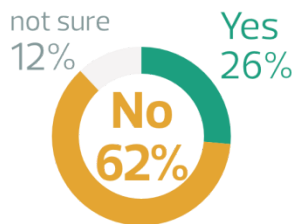
Median island with trees and possibly shrubs



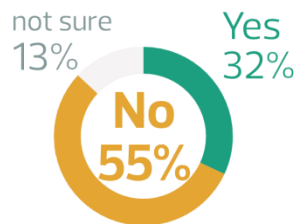
Median Island with sod only



Concrete Median Island

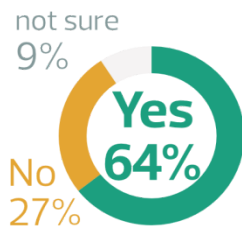


No Median island

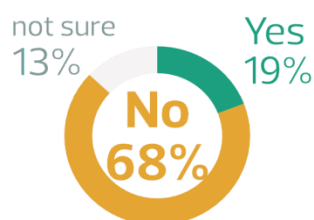


### Parking

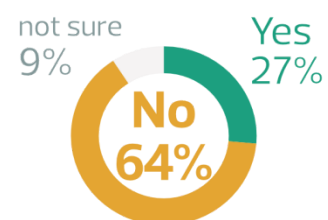
On street parking on both sides of the road



On street parking on one side of the road only



No on street parking

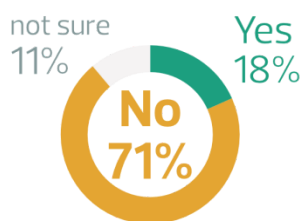


## CORNER EXTENSIONS

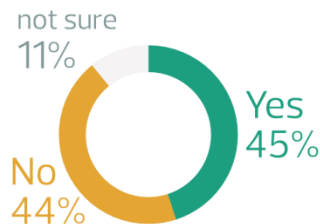
**Corner extensions** are also called bulb-outs. They increase the comfort and safety of streets by reducing pedestrian crossing distances on the road. They also increase visibility between pedestrians and vehicles, help to reduce motor vehicle operating speeds, increase the available pedestrian area at corners, and facilitate buses stopping in the travel lane when passengers are getting on and off the bus. Curb extensions can also be spaces to locate traffic signal poles, bicycle parking, landscaping, fire hydrants, benches and other street furniture.

### Corner extensions

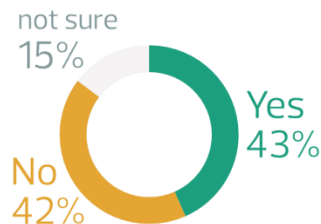
Corner extensions (bulb-outs) at all intersections



Corner extensions at intersections near schools and malls only

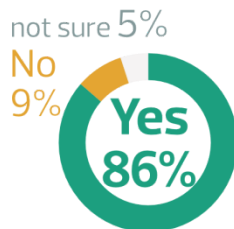


No corner extensions

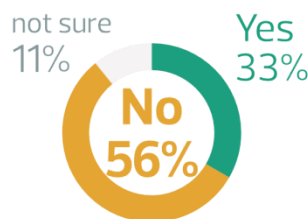


### Crosswalks

Painted crosswalks with pedestrian flashers



Raised crosswalks



Do you have any comments? Please be specific about the location, if relevant.

### Cycling/Bike comments:

- No bike lanes
- Allow bikes on sidewalks

### Leave 144 Avenue As Is/Changes Not Required/Requires Maintenance:

- Spend money on maintaining what exists now, not building new
- 144 Avenue is fine the way it is
- Don't waste money on changes

**Parking comments:**

- Needs to be parking in front of schools or drop off/pickup areas

**Pedestrians/Crosswalks/School Drop-off comments:**

- Pedestrian crossings need flashing lights or traffic signals
- Paint crosswalks and then maintain them
- Chain link fence works well at M.E. LaZerte school

**Sightlines/Safety comments:**

- Sightlines can be reduced with piled snow and trees and shrubs

**Snow Removal/Snow Storage comments:**

- Must remove snow and not just put it in windrows

**Speed Limits/School Zones/Playground Zone comments:**

- Consistent speeds
- Fenced school yards should not have 30 kph speed limits
- Change the playground times to reflect school zone times

**Survey Questions/Public Engagement comments :**

- Don't feel the City uses our input

**Traffic Signal comments:**

- Better lighting and more traffic lights especially at 50 Street and 144 Avenue

**Traffic/Traffic Movement comments:**

- Leave traffic lanes as is
- No bulb-outs - they don't work in winter cities

**Transit comments:**

- Don't decrease bus service

**Vision Statement comments:**

- Good to see that the northeast neighborhoods are in the whole planning picture for a great city!



## USAGE OF 144 AVENUE

The following questions will help the project team understand how you use 144 Avenue.

In what neighbourhood do you live?

Neighbourhood	# of respondents	% of respondents
Evansdale	30	12%
Kilkenny	58	22%
McLeod	30	12%
Casselman	23	9%
Kildare	30	12%
York	21	8%
Northmount	18	7%
Other*	48	19%

\*Other includes:

Aurora	Eaux Claires (2)	Mayliewan (3)
Belle Rive (2)	Ebbers (2)	McConachie
Beverly	Ellerslie	Miller (2)
Brintnell (2)	Griesbach (2)	Overlander
Castledowns (2)	Hairsine (4)	Oxford
Chappelle	Highlands	Ozerna (3)
Clareview	Kirkness (2)	Private Info (2)
Cy Becker	Klarvatten	Steele Heights
Delwood (2)	Lago Lindo	SW Edmonton
Dickinsfield	Londondale	
Downtown	Matt Berry	

**In the last 6 months, how often did you typically use 144 Avenue?** *(highest number shaded)*

	Drive	Walk across and/or along	Use transit	Cycle on and/or along
Daily	57%	21%	9%	3%
About three to five times per week	21%	19%	4%	4%
Once a week	10%	14%	5%	7%
Once or twice a month	4%	10%	9%	8%
Occasionally, once every few months	5%	16%	21%	12%
Never	2%	18%	48%	58%
Do not know/do not remember	2%	4%	5%	8%

**Thinking of the primary reason for your use of 144 Avenue, which of the following statements best describes your situation. Select up to two options.**

**I use 144 Avenue:**

Since I live in close proximity to 144 Avenue	64%
As I work in close proximity to 144 Avenue	3%
To get to/from work and/or place of residence	44%
As part of regular work-related activities (i.e., delivery of goods and services)	3%
When I need to get to a specific location (i.e. shops, healthcare, etc) that requires that I use the 144 Avenue	53%
Other	9%

**Other:**

- Exercise (2)
- Taking children to/from school (4)
- Going for a walk
- I avoid it as much as possible due to the inconsistent speed zones
- I used to use it multiple times a day until the playground zones. Now I cut through the residential areas to get to main roads with no playground zones
- I live on 144 Avenue (2)
- Attend church
- To exit/enter my Kilkenny neighbourhood
- Because you will not give a light at 153 Ave and 93 St and at times it's too dangerous to cross traffic to get to 97 St
- To get to/from recreational activities
- Access to 97th street
- I use 144 Ave all the time and love it the way it is

- Daily dog walks
- Coach at Lazerte
- Visit my Dad in Dickensfield
- Use all the time
- Visit family/attend NESA at Northgate Lions/Londonderry Mall
- To drive to Northgate mall
- Live in close proximity

## DEMOGRAPHICS

In which of the following age categories do you belong?

Age category	% of respondents
Under 18	0% (1 response)
18-24	2%
25-34	15%
35-44	17%
45-54	20%
55-64	23%
65 years and over	18%
Prefer not to answer	4%

Do you currently own or rent your place of residence?

Own	88%
Rent	10%
Other	3%

Other:

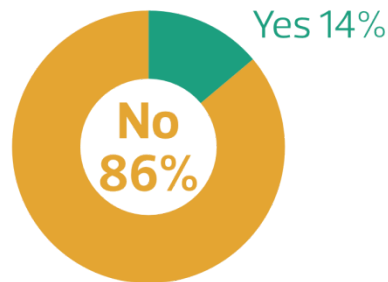
- Live with family (2), Live with parents (2), Housing cooperative, Private info, Live in

Including yourself, how many people are there in your household?

1	12%
2	38%
3	21%
4	16%
5	7%
6	1%
Prefer not to answer	4%

## JUNE 19 2019 PUBLIC EVENT

Did you attend the public event  
at Londonderry Community  
League Hall on June 19 2019?



If yes, please provide your input on the following:

Please tell us about your experience at the public engagement event. (36 responses - highest number shaded)

	Strongly agree	Agree	Neutral	Disagree	Strongly Disagree	No response to question
The purpose of this activity was clearly explained	31%	47%	11%	6%	3%	3%
The engagement activity achieved its stated objectives	11%	39%	36%	8%	3%	3%
I had enough information to contribute to the topic being discussed	22%	42%	19%	11%	3%	3%
I was able to express my views freely	33%	42%	19%	3%	0%	3%
If you answered disagree or strongly disagree please explain why you were not able to express your views freely	Please Explain: See below					
I feel my views were heard during the public engagement activity	14%	28%	42%	6%	8%	3%
I felt safe during the PE activity	50%	36%	11%	0%	0%	3%
If you answered disagree or strongly disagree please explain what made you feel unsafe	Please Explain: See below					
I felt respected during the activity	36%	33%	25%	3%	0%	3%
If you answered disagree or strongly disagree please explain what made you feel disrespected	Please Explain: See below					
A wide range of views on the topic were expressed	22%	36%	31%	6%	0%	6%
I feel my input was adequately captured and recorded	17%	36%	25%	14%	6%	3%

I understand how the input from this activity will be used	19%	36%	22%	17%	3%	3%
I feel that the input provided through this public engagement activity will be considered by the city	17%	33%	19%	8%	19%	3%
As a result of my involvement in this initiative I have greater intention to collaborate or participate in city engagement in the future.	25%	39%	25%	6%	6%	0%
I regularly participate in public engagement activities run by the City of Edmonton	28%	22%	39%	8%	0%	3%

Please explain why you were not able to express your views freely (*1 response*)

- No comment

Please explain what made you feel unsafe (*0 responses*)

Please explain what made you feel disrespected (*1 response*)

- The fact that the City won't care, they'll do whatever they want

## WHAT'S NEXT?

There are many studies currently underway that will contribute to a successful 144 Avenue Concept Planning Study. These include: Bus Network Redesign, Edmonton Bike Plan, and the City Plan. These studies are anticipated to be completed in early 2020 and will provide additional direction for this project.

At this stage, the project team is still collecting data on the roadway to assist in the development of options for 144 Avenue, from a technical perspective, taking into consideration feedback received to date. For example, since 144 Avenue serves several schools, we will be monitoring traffic volumes during school hours. Following this work, the project team will share this information with community stakeholders and the public at a future public event.

Watch the project web page ([edmonton.ca/144AvenueConcept](http://edmonton.ca/144AvenueConcept)) for project updates and future engagement opportunities in 2020.