

What We Heard Report

101 Avenue Streetscape Concept Plan December 2021 Public Engagement #2

Transportation Planning & Design
Integrated Infrastructure Services |
Infrastructure Planning & Design
edmonton.ca/101AvenueStreetscape

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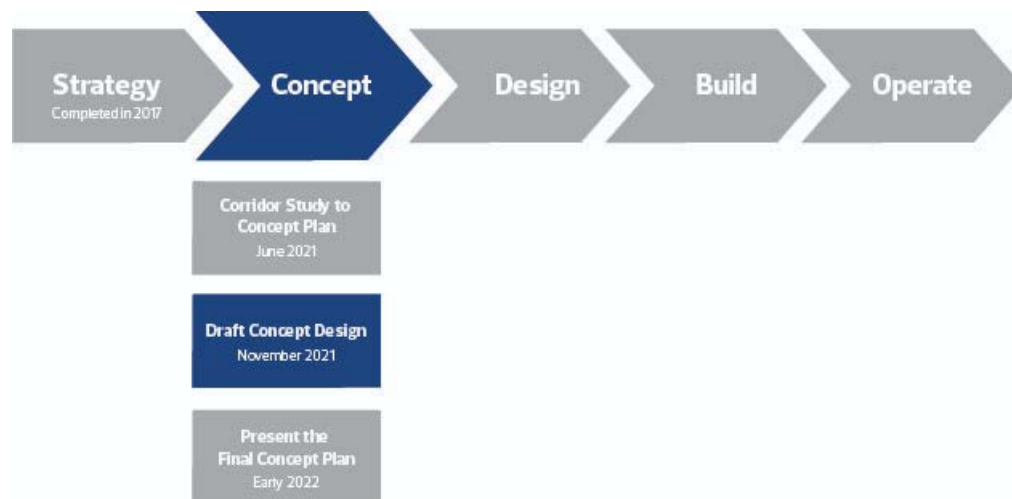
Appendix A - Draft Concept Plans

Public Engagement Summary and Results

Project Overview & Timeline

The 101 Avenue Streetscape aims to enhance the public space along the corridor, between 50 Street and 84 Street, providing a vibrant area that is accessible and a destination for the surrounding communities. Building on work done for the 101 Avenue Corridor Study completed in 2017, concept planning is the next step towards implementing the 101 Avenue Streetscape.

We are currently in the Concept phase of the overall 101 Avenue Streetscape project. The concept plan will be developed in a number of phases and includes opportunities for input from the public at key project milestones. The next phases are not currently funded.



How Draft Concept Plan Was Created

The project team created the draft concept plan based on the feedback from the first phase of engagement, and from the direction outlined in the Corridor Study created in 2017.

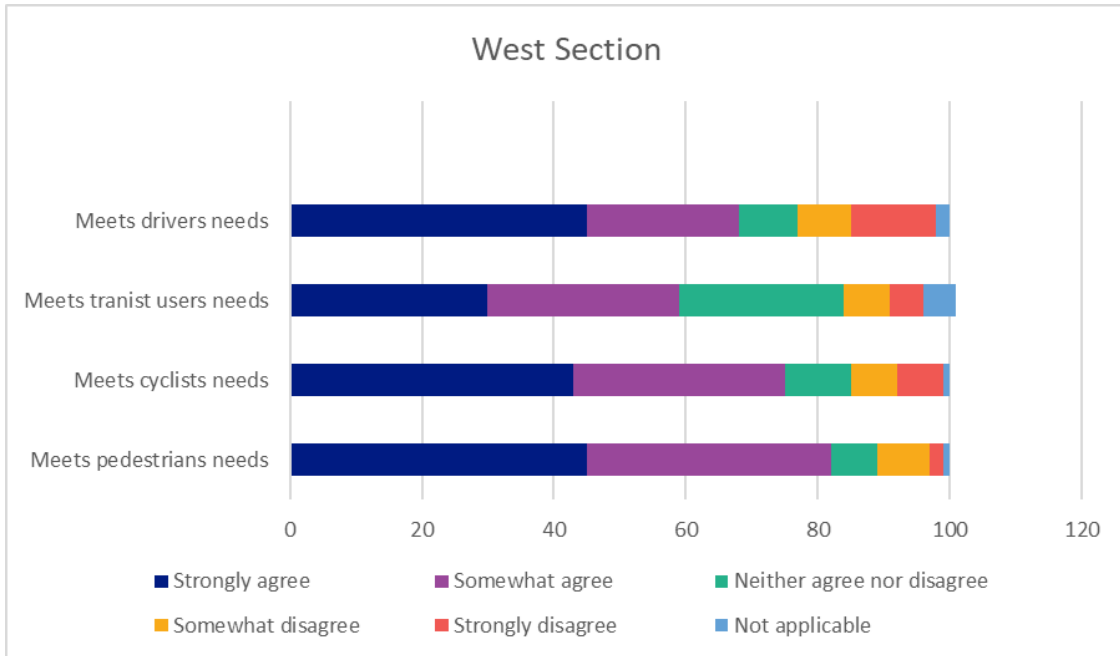
The draft concept plan was developed to:

- + Align with City of Edmonton policies and programs
- + Consider the vision created during the Corridor Study
- + Integrate community and stakeholder feedback input gathered through online stakeholder and public engagement
- + Reflect the technical requirements along the corridor
- + Incorporated current design and construction standards and practices

To view the draft designs, visit edmonton.ca/101AvenueStreetscape

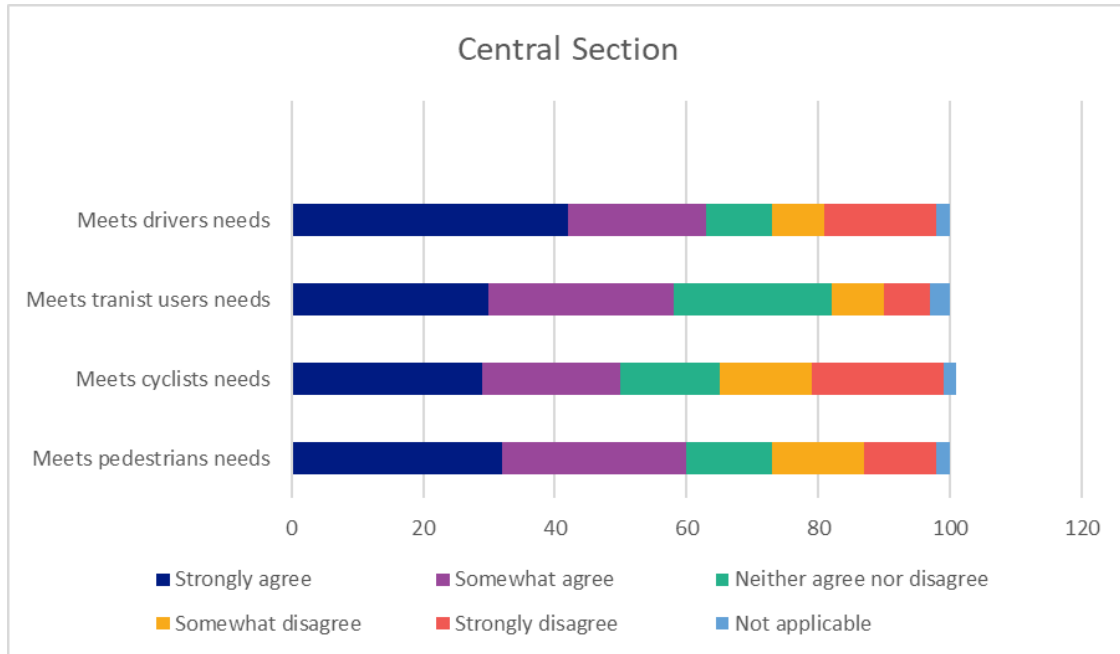
What We Heard

101 Avenue - West: 84 Street to 76 Street



Proposed improvements	What we heard
<ul style="list-style-type: none"> + On road shared bike lanes that connect to the planned shared-use path at 84 Street (scheduled for 2022 construction) + New sidewalks and new road surface + Maintained or new landscaping along boulevard + Provide pedestrian lighting 	<ul style="list-style-type: none"> + Protected bike lanes are supported, but participants felt the protected bike lanes should continue to 84 Street + Participants felt the draft concept encourages walkability and feels safer for people walking and biking along 101 Avenue + Participants felt the changes would encourage slower driving speeds between 75 Street and 84 Street + Participants supported adding/protecting landscaping in the west section + Participants were concerned the changes could lead to short-cutting through the neighbourhood to get to 106 Avenue or 98 Avenue + Participants were concerned about winter maintenance of roads, bike lanes and sidewalks and where the snow would go (windrows) + Participants thought creating a walkable and safer area would attract more businesses + Some concerns about removing parking or lack of parking will have a negative impact on current and future businesses

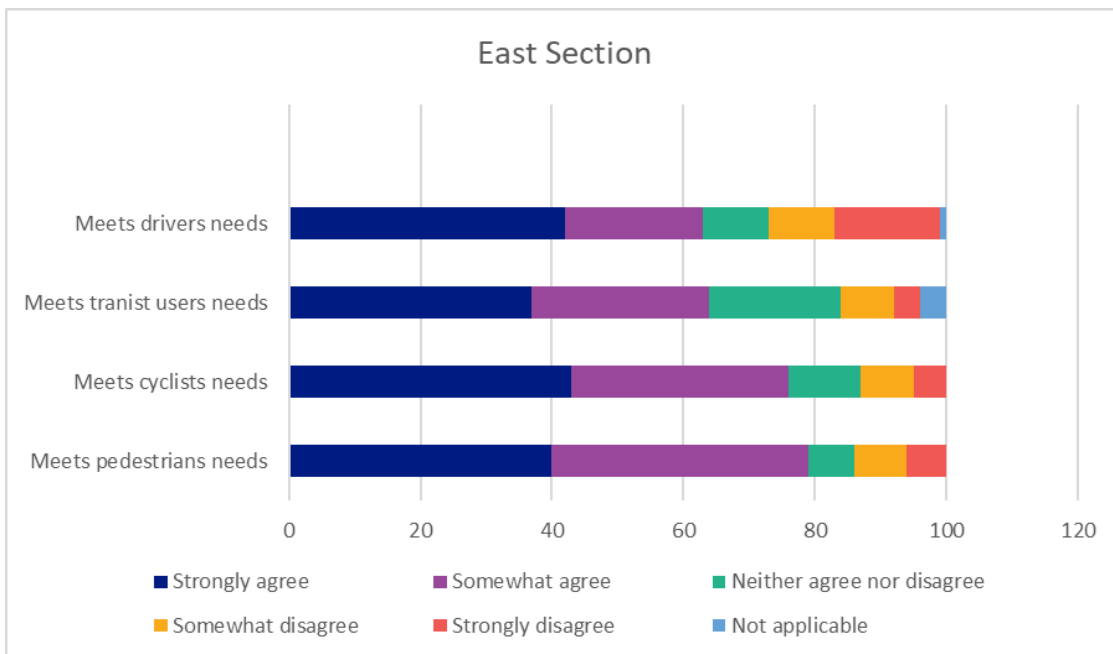
101 Avenue - Central: 76 Street to 70 Street



Proposed improvements	What we heard
<ul style="list-style-type: none"> + Three travel lanes moving north/south at 75 Street + Reduce vehicle lanes to one lane of traffic in each direction moving east/west + Maintain left turn lanes in all directions at the 75 Street intersection + Improve right turn bays in all directions at the 75 Street intersection, change the configuration of the island and add a right turn bay from 75 Street northbound to 101 Avenue eastbound + Right turn lane moving northbound from 75 Street to 101 Avenue eastbound will become a yield right-turn + Add protected bike lanes + Protected bike lanes become painted bike lanes to accommodate vehicles making right turns at the 75 Street intersection + Create on-street parking between 75 Street and 74 Street + Add left turn lanes at 71 Street for 	<ul style="list-style-type: none"> + Participants felt the 75 Street intersection will continue to be or will become more dangerous for people walking and biking + Participants liked that there were dedicated bike lanes along 101 Avenue and would like to see them continue to be protected at the busy intersection + Overall, there was support for the proposed improvements for the central area + Participants felt the proposed improvements could make the area more attractive + More transportation options along 101 Avenue + Participants felt the proposed improvements could make the area more attractive to future businesses in the area + Some participants felt that limited on-street parking along 101 Avenue will have a negative impact to the businesses in the area

<ul style="list-style-type: none"> north and south turns + Add missing curb ramps at intersection, enhance markings or crossing lights at crosswalks, reduce crossing distances and provide a direct and clear path of travel for people walking + Provide pedestrian lighting 	
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101 Avenue - East: 70 Street to 50 Street



Proposed improvements	What we heard
<ul style="list-style-type: none"> + Close 101 Avenue between Terrace Road and 50 Street, available for local traffic only + Provide protected bike lanes on 101 Avenue + Provide a cycling connection to the 50 Street shared-use path + Reduce vehicle lanes to one lane in each direction + Add left turn lanes at key intersections + Provide pedestrian lighting + Close key accesses on the side of 101 Avenue as future redevelopment occurs 	<ul style="list-style-type: none"> + Participants felt the draft concept plan encouraged walking and biking + Protected bike lanes and shared-use paths were supported by participants + Participants felt the draft concept plan encourages multiple modes of travel through the corridor + Participants were split on the closure of access from 50 Street to 101 Avenue <ul style="list-style-type: none"> o Some participants felt it would help re-route commuter traffic from Baseline Road onto Terrace Road/98 Avenue o Others felt residents along 101 Avenue would be

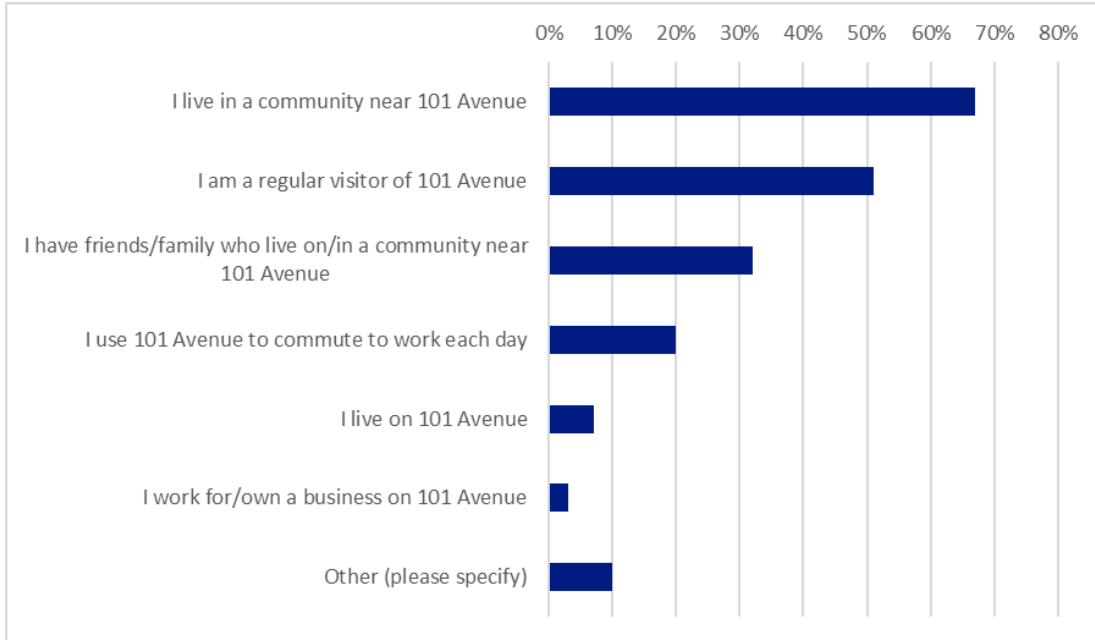
	<p style="text-align: center;">negatively impacted</p> <ul style="list-style-type: none"> + Participants were concerned about traffic being re-routed onto 106 Avenue from 50 Street + Some concern about the safe transition from protected bike lanes to a shared-use path at the Terrace Road intersection + Residents that face onto 101 Avenue were concerned about parking being removed in front of their homes + Participants felt the changes will help make the area more walkable and attractive to new businesses + Some participants were concerned about closing accesses to businesses along 101 Avenue
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Landscaping

Proposed improvements	What we heard
<ul style="list-style-type: none"> + Tree-lined and landscaped boulevards + Space for plantings out front of businesses + Added benches and waste receptacles 	<ul style="list-style-type: none"> + Participants felt adding benches would create gathering places + Participants preferred the use of native, adaptive or edible plants and trees for greenspaces + There were some concerns about the types of landscaping and future maintenance

Demographics (asked through the online survey)

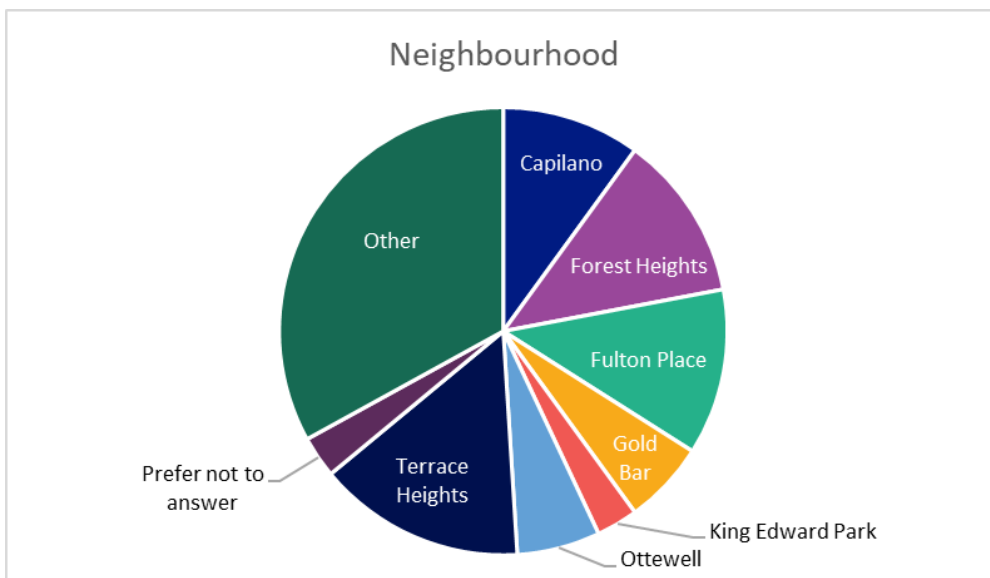
Which of the following describe you in relation to this area of 101 Avenue between 50 Street and 84 Street? (Select all that apply)



Other answers included: occasional visitors, pedestrians and cyclists commuting through the area to destinations including the river valley and trails and interested citizens.

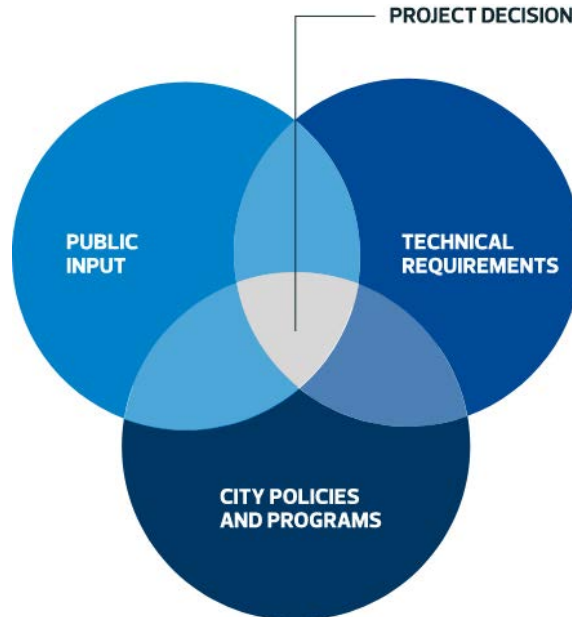
*As respondents could select more than one response total percent equals more than 100%

In what Edmonton neighbourhood do you reside?



Public Engagement Approach

Decision Making Process



As part of the decision-making process, decisions are made based on three components:

- + **Technical Requirements** - What infrastructure best meets the area needs, where it can fit, and what impacts it will have to the immediate and surrounding area
- + **City Policies and Programs** - how City initiatives and activities are implemented
- + **Public Input** - local knowledge and feedback of community stakeholders

Public Engagement Spectrum



The public engagement spectrum is a tool that explains the level of influence the public has when they participate in City of Edmonton public engagement activities. The level of influence for this phase of the project is **ADVISE**.

How We Engaged

Communication

To promote the project and the engagement opportunities, the following communication methods were used:

Postcards

- + 6690 postcards were sent to all addresses in Capilano, Forest Heights, Fulton Heights and Terrace Heights

Road Signs

- + Five temporary signs were placed throughout the Greater Hardisty area

Yard Signs

- + 20 temporary signs were placed throughout the Greater Hardisty area

Online Advertisements

- + Social Media posts through the City of Edmonton's Facebook and Twitter
- + Community League emails

Public and Stakeholder Engagement Activities

Feedback gathered in this phase of engagement focused on the draft concept plan for the 101 Avenue Streetscape. Due to the COVID-19 pandemic, the engagement process for Phase 2 was adjusted to be conducted virtually. Thank you to those who engaged with the project team virtually during this time.

Survey

An online survey was open between November 16 - 30. A total of 241 participants completed the online survey.

Stakeholder Workshops

One online stakeholder workshop was hosted to gather feedback from property owners along 101 Avenue. The workshop was held on November 22. Two (4) stakeholders attended this event.

Self-guided Walking Tour

A self-guided walking tour workbook was available online and paper copies were available at the Edmonton Public Library Capilano Branch. The workbooks were available from November 16 - 30.

Who Was Engaged

- + Residents of Capilano, Forest Heights, Fulton Heights and Terrace Heights
- + Property owners along 101 Avenue

What We Asked

Online Survey

Participants were presented with the draft concept plan. Participants were asked if the draft concept plan supports the idea (or not) that 101 Avenue is a link between destination and as a social space with important relationships to where people live, work and play. Participants were also asked if the draft concept meets the needs of current or future businesses and development.

Self-guided Walking Tour

Participants were asked to review the draft concept plan and think about how they use 101 Avenue as a driver, pedestrian, cyclist and transit user, and to leave comments on how the draft concept plan addresses getting around or visiting the area.

Stakeholder Workshops

Stakeholders were asked to comment on the draft concept plan. Additionally there was an opportunity for participants to ask questions and identify concerns they may have about the draft concept plan.

What Happens Next?

In the next phase of engagement (tentatively in Spring 2022), the project team expects to share the final concept with the public, and how input provided during this phase of engagement was considered, used and influenced the final concept design. Details about upcoming public input opportunities will be available on the project website and advertised throughout the area.

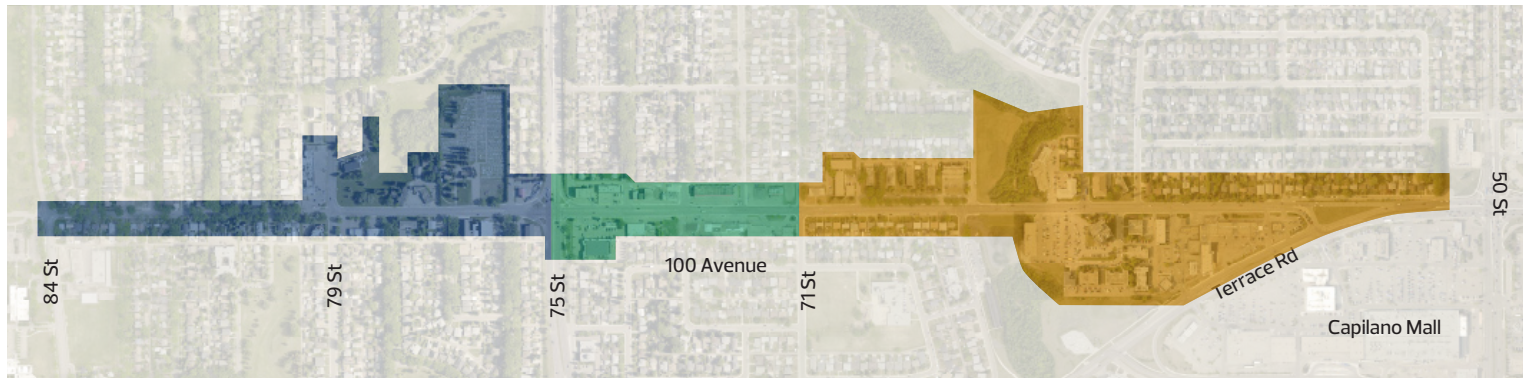
To learn more about the project and stay up to date, please visit edmonton.ca/101AvenueStreetscape.

101 Avenue Corridor

Today, 101 Avenue is characterized by vehicle-oriented design, with parking lots in front of residential and commercial properties and a mix of land-uses set back from the street.

In the public engagement materials the 101 Avenue project area is organized into three sections:

1. **West:** 84 Street to 76 Street
2. **Central:** 76 Street to 70 Street
3. **East:** 70 Street to 50 Street

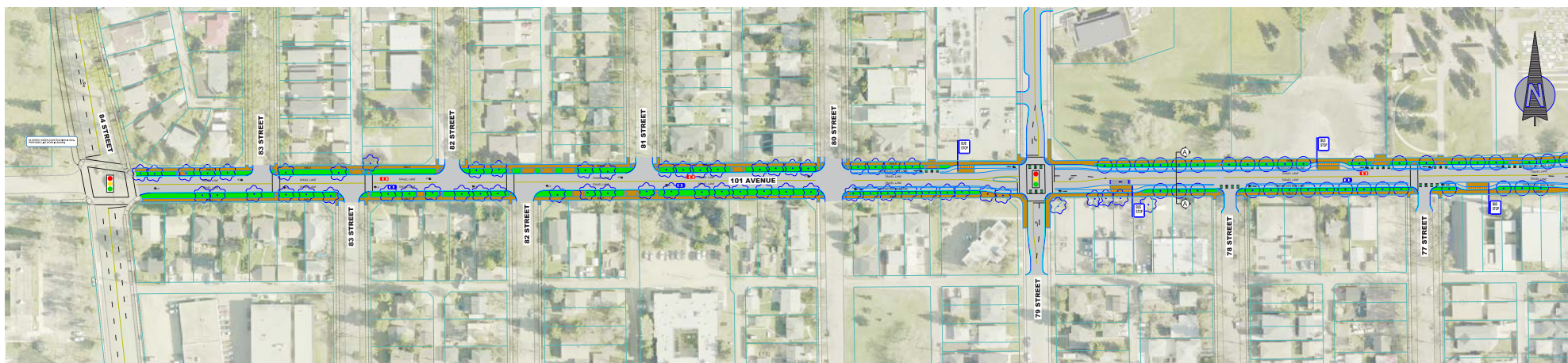


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West 101 Avenue: 84 Street to 76 Street

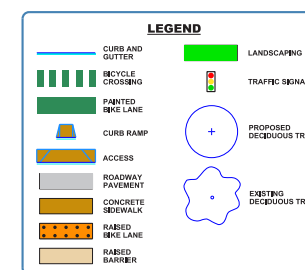


What We Heard June 2021

- + Wider sidewalks and green separation between vehicles and people walking is important
- + Add more greenspaces and trees to the area
- + More trees and landscaping added between 79 Street and 75 Street

What We Learned

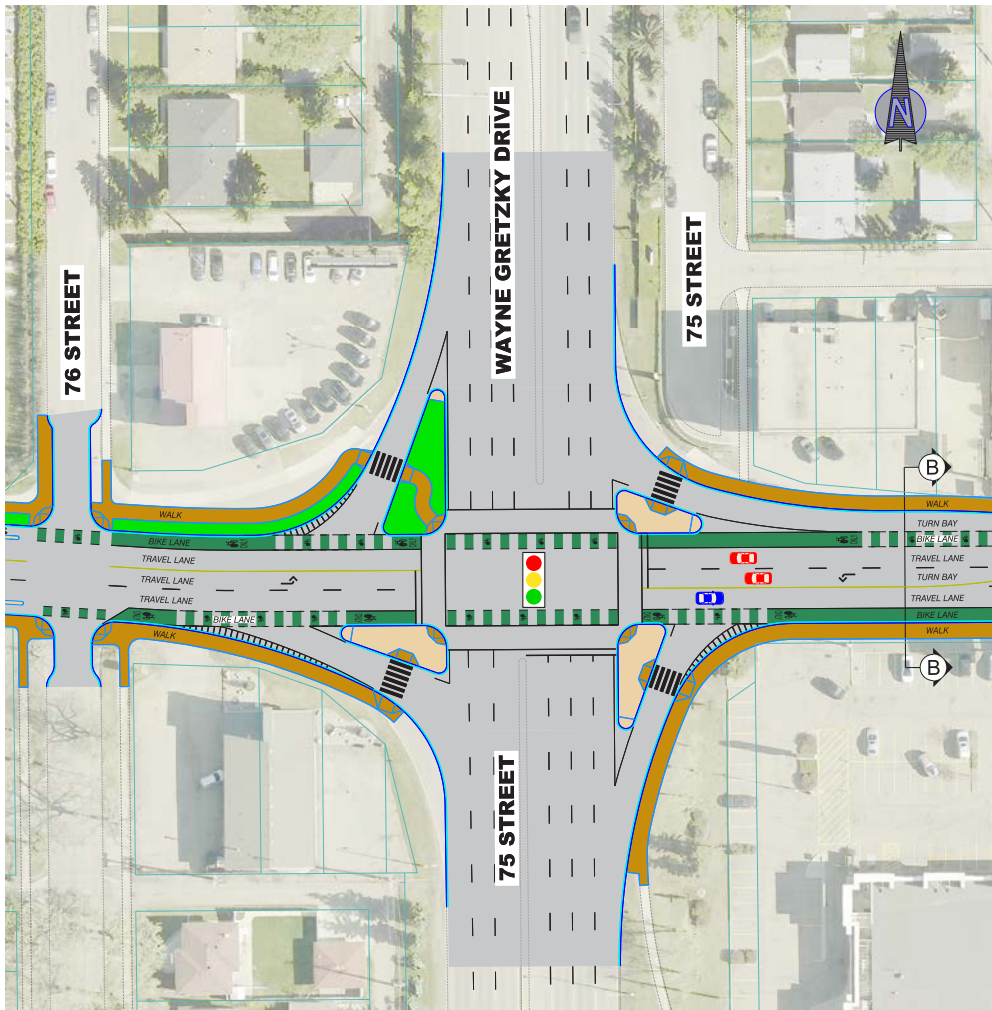
- + There is a need to provide an improved cycling link to 84 Street to integrate with Bike Network improvements planned from 84 Street to the District Connector route in the River Valley.



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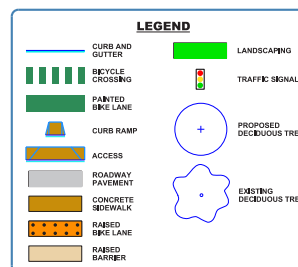


75 Street Intersection



Proposed improvements

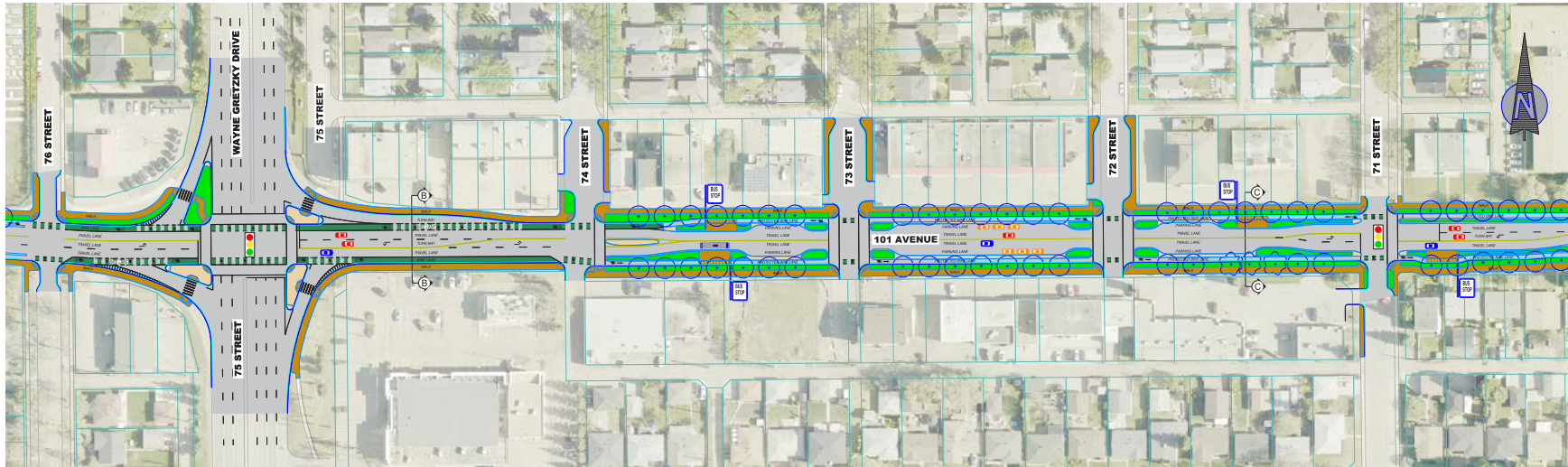
- + Three lanes of travel moving north/south, one lane of traffic in each direction moving east/west
- + Maintain left turn lanes in all directions
- + Improve right turn bays in all directions, change the configuration of the island and add a right turn bay from 75 Street northbound to 101 Avenue eastbound
- + Right turn lane moving northbound is will become a yield right-turn
- + Protected bike lanes become painted bike lanes to accomodate vehicles making right turns



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Central 101 Avenue: 76 Street to 70 Street

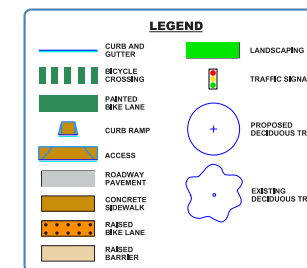


What We Heard June 2021

- + On-street parking is important for this section
- + Add landscaping to boulevards to beautify the area
- + Wider sidewalks and separation from vehicles

What We Learned

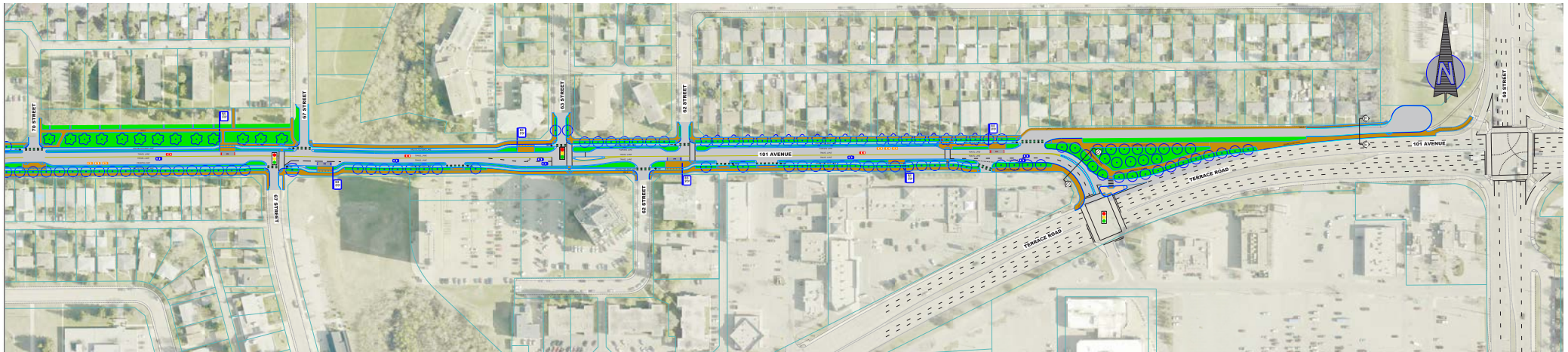
- + Removing the proposed centre median from the corridor study allows for improved emergency services access and more room for the pedestrian space
- + Reconfiguring the transit stops to the street-side of the bike lanes improves rider experience



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East 101 Avenue: 70 Street to 50 Street

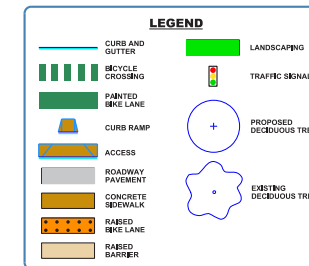


What We Heard June 2021

- + Concerns about closing 101 Avenue at 50 Street to vehicles
- + Bike lanes are supported, but ensure safe access to Capilano Mall

What We Learned

- + Removing the proposed centre median from the corridor study allows for improved emergency services access and more room for the pedestrian environment
- + Reconfiguring the transit stops to the street-side of the bike lanes improves rider experience



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