

PUBLIC ENGAGEMENT

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Edmonton

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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.

105 Avenue (Columbia Avenue) Streetscape Preliminary Design Update

Project/Initiative Background	
Name Date Location	105 Avenue (Columbia Avenue) Streetscape Preliminary Design Update Stage 1 March 2018 Iconoclast Coffee Shop
Contact information	Linda Billey, P. Eng. Project Manager linda.billey@edmonton.ca
Level of public engagement	ADVISE
Description	<p>The 2006 and 2013 streetscape preliminary designs for 105 Avenue, from 116 Street to 97 Street, provided a vision for a green, pedestrian oriented street (complete street) and are being updated to include separated (protected) bicycle lanes within the road right of way (ROW). Drainage will also be updated in some areas along the ROW. Along with this information, options to accommodate a smooth bicycle lane transition from the completed Phase 1, between 119 and 116 Streets, were introduced at the public meeting and will be examined further as the process moves forward. A second public meeting will be held in late spring 2018 and will bring the updated preliminary design to the public for further feedback.</p> <p>This project will ultimately develop an updated preliminary design complete with costs for</p>

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	funding consideration by Council in 2018.
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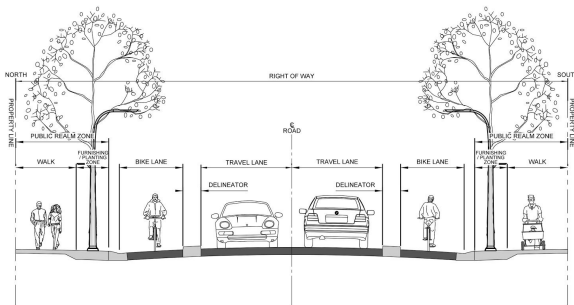
SUMMARY

A public meeting, with 72 attendees, was held at Iconoclast Coffee Shop from 4:00 to 8:00 PM on February 13, 2018. Feedback was collected from the public through a comment form that was available at the event, and online for two weeks afterwards. 89 comment forms were received. Comments provided on display boards and maps at the event were also recorded.

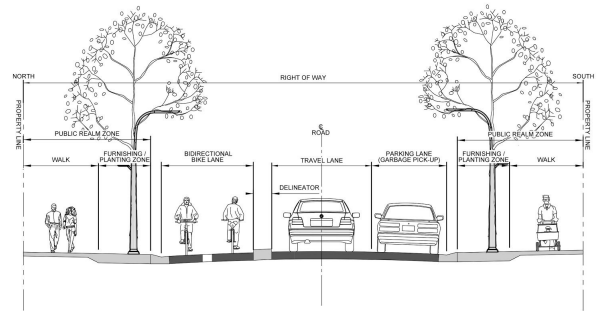
The main themes of feedback on the project were:

Protected bicycle lanes: The temporary bicycle lanes currently in place are generally well received, however there is conflict and confusion between pedestrians and cyclists, and cyclists and vehicles at crossings, creating unsafe conditions. Bicycle lanes on the south side of 105 Avenue were considered safer due to fewer crossing conflicts. There were transition issues between the two way bicycle lanes east of 116 Street and the one way bicycle lanes west of 116 Street. Many felt the bicycle lanes were not used very much by cyclists. Snow removal is considered a maintenance issue and it was identified as a concern that snow removal on the roadway was much later than the bicycle lanes. Separation of pedestrians, cyclists, and vehicles was preferred.

Future bicycle lanes and traffic flow: 62% supported Option A – 2 way traffic with 2 one way bike lanes. 9% were neutral. 29% supported Option B – 2 way bike lane, 1 way traffic, 1 lane parking. Comments received discussed traffic flow, rather than location of bicycle lanes, as the major consideration.



OPTION A - ONE-WAY PROTECTED BIKE LANE - TWO-WAY VEHICLE TRAFFIC



OPTION B - TWO-WAY PROTECTED BIKE LANE - ONE-WAY VEHICLE TRAFFIC WITH PARKING LANE

Parking: The support for no parking was balanced by comments for the retention of some parking along 105 Avenue. Comments supporting parking referred to businesses and residences along 105 Avenue. Restricted parking times were proposed. Support varied between land uses and neighbourhoods.

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Parks: The 108 Street park was balanced between support and non-support with some concerns regarding the closing of 108 Street and reducing connectivity and impacting businesses. The 112 - 113 Street park was balanced between support and non-support. Blocked traffic flow and reduced connectivity along 105 Avenue, which would impact businesses, were of major concern. Both parks were thought to potentially provide locations for inappropriate behaviour. Clarity for how bicycles would be separated from pedestrians within the parks was requested.

Street furniture: The street furniture installed along 105 Avenue, between 119 and 116 Streets, was largely supported with suggestions for placement and upgrades. Maintenance of furniture is considered an issue.

Wayfinding: Wayfinding was generally supported with suggestions for upgrades as well as mapping that showed connections to the downtown and other pedestrian and cyclists routes.

Note: there was support and non support for all topics.

All public feedback will be considered by the project team, as the project moves forward.

WHAT WAS DONE

This project was started in late 2017 and the following engagement activities have been undertaken:

January and February 2018 - Stakeholder meetings

Nine stakeholder groups, as identified by the Project Team, were contacted. Eight were met with to discuss the project. Topics discussed included project history, needs, desires and concerns of stakeholder groups, current project goals including: separated bicycle lanes, drainage and services, and the update of the 2006 and 2013 preliminary streetscape designs. Where relevant, discussions were held about stakeholder projects adjacent to 105 Avenue.

February 13, 2018 - Public meeting

A public meeting, at the ADVISE level of the City of Edmonton public engagement spectrum, was held at Iconoclast Coffee Shop from 4 to 8 pm and had 72 attendees. Display boards, a video of the 2013 preliminary design, project area maps, and staff were all part of the information sharing. Questions were encouraged and answered.

The key consultation question provided two options for traffic movement and bicycle lanes on 105 Avenue, between 119 and 105 Street, with the respondents identifying which was more important to them. A second key question asked for information on opportunities and issues with the temporary bicycle lanes installed on 105 Avenue for consideration in the development of permanent protected bicycle lanes. Validation of furniture

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and wayfinding (signage) between 116 and 119 Streets and the current preliminary park designs was also requested.

Feedback was collected from the public through a comment form that was available at the event, and online for two weeks afterwards, and from comments provided on the display boards and maps at the event. The project team received 89 comment forms: 21 at the public meeting, 67 online, and one emailed to the project manager. Three emails, including one with a comment form, were also received after the public meeting.

The public meeting was promoted through non-addressed postcards distributed throughout the project area, posters distributed to interested businesses in the area, emailed invitations to identified stakeholders, newspaper advertisements in Metro and the Journal, and through community leagues and business associations.

RESULTS AND FINDINGS

The following summarizes the comment form results:

Q1. Do you live, work, study or play on 105 Avenue between 119 Street and 97 Street? (89 responses)

- 83% live, work, study or play on 105 Avenue between 119 Street and 97 Street. Of these:
 - 41% of these live on 105 Avenue between 119 Street and 97 Street
 - 60% work on 105 Avenue between 119 Street and 97 Street
 - 7% study on 105 Avenue between 119 Street and 97 Street
 - 67% play (dine, shop, visit friends, etc.) on 105 Avenue between 119 Street and 97 Street
- Note: more than one activity could be selected.*

Q2. Were you involved in the 105 Avenue Streetscape project during the 2006 and/or 2013 preliminary design process? (89 responses)

- 26% were involved in the 105 Avenue Streetscape project during the 2006 and/or 2013 preliminary design process. Of these:
 - 35% were involved in the **2006** preliminary design process
 - 78% were involved in the **2013** preliminary design process
- Note: more than one process could be selected.*

Q3. Temporary separate bicycle lanes were added to 105 Avenue from 116 to 101 Street in 2017. Have you used 105 Avenue since they were installed? (89 responses)

- 84% have used 105 Avenue since the bicycle lanes were installed

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The following summarizes comments received about issues, conflicts and/or opportunities for improvements for the 105 Avenue bicycle lanes that the City should be aware of. Comments are summarized by theme. Some responses contained more than one idea.

Access and Safety:

- Accidental use of bicycle lanes by vehicles - drivers confused by what part of the road is used by bikes versus vehicles and often enter the bicycle lanes
- Difficulty for drivers to understand accesses into properties, lanes, etc.
- Vehicles crossing bicycle lanes to access alleys and properties is dangerous - crossings should be minimized. The south side of 105 Avenue has less crossings and conflicts
- Provide access to some parking areas via lanes
- Consider Alberta Traffic regulations re: crossing of lanes, etc.
- Conflicts between pedestrians and cyclists on shared bicycle lane
- Parked cars reduce sight lines for bicycles and vehicles
- Signage is too high for easy visibility
- There are too many signs
- The road is now too narrow for traffic
- Vehicle traffic speed should be reduced to 40 km for safety
- Cyclists do not obey traffic rules – who will enforce?
- Lack of lighting for cyclists and pedestrians
- Turn 105 and 106 Avenues into one way streets to reduce conflicts with bicycles
- Slowing traffic would be more effective than separating bicycles and vehicles
- Blind corner at 121 Street shared use path connects at Dots needs to be remedied

Bicycle Lane Use

- Bicycle lanes have a low level of use and are not necessary due to low use
- Bicycle lanes reduce parking and take up too much room from traffic
- Develop a permanent shared path system rather than separate bicycle lanes
- More pedestrians are using the lanes than bicycles
- Can they be used as a skating sidewalk in winter? (due to low bicycle use in winter)
- Most bikes use the street – separate lanes are not needed
- Cyclists are going too fast
- Other bicycle routes are used more than 105 Avenue as they are shorter
- Support for bicycle lanes
- No support for bicycle lanes

Bicycle Lane Transition and Location:

- The transition from bicycle lanes west of 116 Street to those east of 116 Street is awkward and dangerous

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- Bicycle lanes should be on the south side of 105 Avenue due to less conflicts
- Bicycle lanes should be on both sides of 105

Maintenance:

- Snow clearing reduces traffic lanes, with storage between bicycle lane and traffic lanes, and compromises traffic flow
- Construction leaves debris on roads and bicycle lane

Parking

- Parking should be restricted by time (ranging from 1 to 2 hours)
- Parking is needed and should not be reduced
- Lack of parking contributes to illegal parking activities
- Painted lines for parking spaces is required
- Parking is limited for residents
- Parking should be reduced by charging for it or removing all together

Pedestrian Needs

- Provide separate pedestrian zone (sidewalks) –not shared use paths
- Shared use lanes have been good – they provide a safe place for pedestrians along 105 Avenue
- Conflicts between pedestrians and cyclists on shared bicycle lane
- Develop a permanent shared use path system rather than separate sidewalks and bicycle lanes
- Consistent sidewalks along 105 Avenue are required – spend money on this
- More visible crosswalks are required

Planning

- Transportation guidelines do not work on a narrow street
- Planning between 116 and 119 was inadequate and poorly executed
- Traffic counts are needed to see how many vehicles are on 105 Avenue and how they move in the area before continuing with the design
- Purchase land along ROW to provide more space for all planned activities
- Temporary design needs to be refined – ‘clunky’

Signage and Wayfinding

- Signs are too high along 105 Avenue
- Yield sign for bicycles required at Dots and 119 Street
- Wayfinding on 104 or 103 Street would be helpful
- Pedestrian crossing sign at 113 Street and 105 needed - sight lines are limited

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Traffic

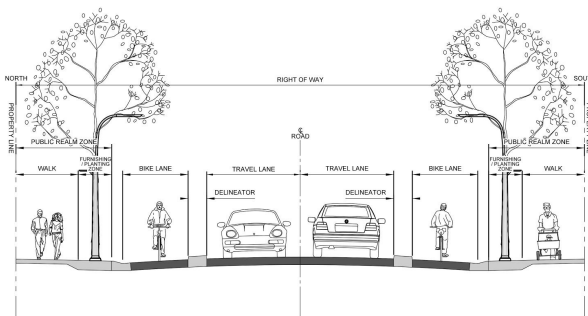
- One way traffic is not acceptable
- Traffic is congested at 108/109 Street and 105 Avenue
- Turn 105 and 106 Avenues into one way streets to reduce conflicts with bicycles

Other

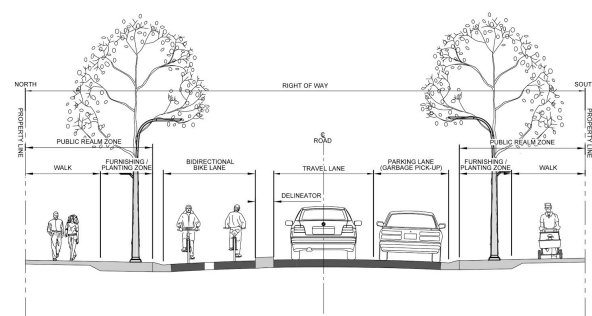
- Issues with inappropriate behaviour
- Use an indigenous name rather than Columbia
- Lack of consultation with businesses

Q4. There are two options for traffic movement and bicycle lanes on 105 Avenue, between 119 and 105 Street. Please identify which is more important to you. Neutral means that you have no preference. Note: Typical cross sections are subject to change and may vary dependent on the location along 105 Avenue. (89 responses)

- 62% supported Option A – 2 way traffic with 2 one way bike lanes, no parking
- 9% were neutral
- 29% supported Option B – 2 way bike lane, 1 way traffic, 1 lane parking



OPTION A - ONE-WAY PROTECTED BIKE LANE - TWO-WAY VEHICLE TRAFFIC



OPTION B - TWO-WAY PROTECTED BIKE LANE - ONE-WAY VEHICLE TRAFFIC WITH PARKING LANE

Q5. 112 Street to 113 Park. This park is a plaza placed on 105 Avenue and was designed in 2013. Cyclists will be able to move through this park. Please provide any comments. (57 responses)

Comments are summarized by theme. Some responses contained more than one idea.

Issues with the park

- Blocks though traffic and reduces connectivity

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- Causes confusion
- Impacts businesses
- Will increase inappropriate behaviour (crime, homelessness, drinking, drugs, etc.)
- Will cause confusion between vehicles, pedestrians and cyclists
- Merges pedestrians and cyclists in an unsafe manner
- Limits other development – this is not only a residential street
- Will cause congestion and impact traffic flow in neighbourhood
- Will cause heavier traffic on other roads, including 104, 106 and 107 Avenues
- Will cause issues similar to that in the Quarters – provide access for all vehicles
- Parks should not have cyclists going through
- This area needs an actual park – not one in the road
- Will reduce taxes collected as businesses leave due to restricted access
- Should be used for parking
- Will impact deliveries to businesses

Opportunities with park

- Will reduce short cutting
- Will be a great gathering place
- Will provide much needed park space
- Support :Great idea/Love it/Looks good/Much needed

Design Considerations

- Raise crosswalks at each end to 'flag' drivers that there is a change
- Use traffic calming
- Use appropriate materials (not slippery when wet)
- Provide clear, well marked signage for all
- Bicycle lanes should be distinct and obvious
- Provide seating
- Accommodate emergency vehicles
- Provide a different surface for cyclists to demarcate the lane
- Needs to be greener – concrete is not inviting
- Tree maintenance is critical for the success of the park
- Do not over design like MacEwan LRT area
- Use indigenous plant species and berries

Planning

- Poor interpretation of main street guidelines
- Intent of park is not clear

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Q6. 108 Street Park. This park will be developed on a piece of land made available by closing a portion of 108 Street. Access to adjacent buildings will be maintained. This was designed in 2006. Please provide any comments. (47 responses)

Comments are summarized by theme. Some responses contained more than one idea.

Design

- It should look like cars are crossing bicycle and pedestrian spaces – not vice versa
- Play features for use by local daycares would be good
- Should be clear bike route on 108 Street
- Use soil cells for tree planting
- Introduce a 'road diet' to reduce crossings for pedestrians and cyclists
- Turning radii should be provided for large vehicles
- Furnishings should not permit inappropriate behaviour (sleeping, etc.)
- This plan is outdated (11 years old) and needs to reflect the neighbourhood today

Issues

- Closing 108 will reduce opportunities for a variety of development
- Will be disastrous for businesses – put where there is residential (i.e. between 106 and 107

Avenues)

- May provide opportunities for inappropriate behaviour
- This is more hard surfaces (sidewalks) not a park
- Will cut off traffic flow and diminish the usefulness of the street
- Unnecessary and a waste of money
- Inappropriate location
- Parking in the area will be reduced

Opportunities

- Will be well used by students and residents
- Great placemaking opportunity
- Makes a confusing intersection understandable
- Keeps 105 Avenue pedestrian friendly
- Provides much needed green space for community
- Will increase bicycle safety

Other

- Maintenance will be important

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Q7. 105 Avenue (Columbia Avenue) streetscape from 119 to 116 Street was constructed in 2016. The type of material and furniture placed from 119 Street to 116 Street will be used on the rest of 105 Avenue. Are you familiar with the site furniture (benches, waste receptacles, etc.) and where they are placed? (89 responses)

- 73% were familiar with the site furniture between 119 and 116 Streets. Of these:
 - 69% have no issues with the way this furniture was placed along 105 Avenue

Comments about how the streetscape between 119 to 116 Streets could be improved are summarized by theme. Some responses contained more than one idea.

Bicycle lanes and sidewalks

- Keep paths/lanes direct and straight with no obstructions

Furniture Issues:

- Furniture rarely gets used – adjacent uses do not support furniture
- Benches facing each other are too close for comfortable seating
- Bollards are poorly placed and have been damaged many times
- Seating invites inappropriate behaviour (i.e. sleeping)
- Not enough garbage cans - need recycling bins
- Features on 116 Street obstruct sight lines
- Replace concrete and furniture with grass
- Furniture makes no sense – who will sit there?

Furniture Opportunities:

- Add more bicycle racks
- Need more planting
- Add more seats
- Angle benches rather than place perpendicular to road

Maintenance

- Snow removal is difficult with all the furniture
- Furniture is dirty - not inviting to use
- Plants are poorly maintained

Other

- A waste of money
- Not enough parking on street

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Q8. Is the wayfinding signage (street signs, feature signs) between 119 and 116 Streets providing the information you need? (89 responses)

- 70% indicated that the wayfinding provided the information needed

Comments about how wayfinding could be improved are summarized by theme. Some comments received contained more than one idea.

Signage

- Add bicycle network maps near bicycle lanes
- No need for fancy signs
- Add downtown features and access mapping
- Use City of Edmonton pedestrian wayfinding standards
- Branding needs to reflect this area is part of downtown
- Needs to respond to land uses
- When will feature sign be lit (corner of 116 Street and 105 Avenue)?

Visibility

- Traffic signs (i.e. no parking) too high and not easily seen
- Some signage too low and snow covers up information
- Larger fonts required for visually impaired
- Too many Columbia Avenue signs – everyone calls it 105 Avenue

Maintenance

- Poor sidewalk and road maintenance in winter

Other

- Leave 116 to 119 as is. No more construction wanted. Enough changes have occurred
- Reduction in business with new streetscape and lack of parking
- No one way traffic wanted
- Sidewalk needed on north side of 105 Avenue only
- More parking required
- Renaming of 105 Avenue not needed
- Information and consultation was not clear about what is happening between 116 and 119 Street.
- Bike lanes do not conform to universally understood bike lane use and affects safety

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Your Public Engagement Experience:

Please help us prepare for future meetings by answering the following:

Did you attend the public engagement session at Iconoclast Coffee Shop on February 13th, 2018?

(89 responses)

- 37% who completed the survey attended the public engagement session
- 63% who completed the survey did not attend the public engagement session

The following summarizes the findings about the engagement event at Iconoclast Coffee Shop:

Q1. What did you like the most about this public engagement event at the Iconoclast Coffee Shop? (33 responses)

- Location – space and food and use of local business
- Information provided – options, well displayed
- Welcoming and involved staff who educated and discussed the project
- Opportunity to provide verbal and written feedback (i.e. stickies)
- Received notification by email

Other

- Presentation needed
- No information on Main Street principles and what other City departments were consulted

Q2. Comments? (12 responses)

- Great location, venue and food
- Provide better signage to find venue
- Select a venue with more parking
- Provide more event dates to meet public needs
- Sufficient advance notice was provided so attendance was possible
- Consider live stream video presentations or Q&A sessions
- Consider all users not just residents
- The remainder of 105 Avenue should be the same as between the current 116 – 119 Streets design
- Have a meeting with business, residents and property owners only to gain a good understanding of traffic issues
- Ask for comments on the usefulness of the design and provide information about guidelines, transportation priorities, etc.

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Q3. How did you find out about this public engagement event? (33 responses)

- Addressed Letter: 12%
- Post card in the mail: 21%
- Newspaper advertisement: 6%
- Community League: 18%
- Social Media: 15%
- City website: 3%
- Friend/colleague/word-of-mouth: 21%
- Other: 33%
 - Email
 - Email from North Edge Business Association
 - Info at Iconoclast Coffee Shop
 - City newsletter

Q4. How would you prefer to hear about future events? (27 responses)

More than one option was received in some responses.

- Mail: 44%
- Email: 37%
- Community Leagues: 15%
- Media (newspapers, etc.): 7%
- Handouts: 4%
- Word of Mouth: 4%
- Other organizations/associations: 4%



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Q5. Please rate the statements below from Strongly Agree to Strongly Disagree. Please do your best to select one category for each statement. (33 responses)

	Strongly agree	Somewhat agree	Neither agree nor disagree	Somewhat disagree	Strongly disagree	No Opinion
The purpose of this activity was clearly explained.	27%	36%	12%	6%	9%	9%
I understand how the input from this activity will be used.	24%	33%	15%	9%	9%	9%
I had enough information to contribute to the topic being discussed.	33%	24%	12%	12%	9%	9%
I felt respected during the activity.	48%	21%	12%	3%	6%	9%
I felt safe during the activity.	61%	12%	6%	6%	6%	9%
I feel my views were heard during the activity.	36%	21%	15%	15%	3%	9%
I feel my input was adequately captured and recorded during the activity.	24%	24%	18%	15%	9%	9%
I feel that the input provided through this activity will be considered by the City.	9%	36%	21%	12%	12%	9%
This activity was a good use of my time.	27%	27%	30%	0%	6%	9%
This activity was well organized.	24%	45%	9%	6%	6%	9%
The display boards were easy to understand and informative.	36%	30%	6%	9%	9%	9%
The event set-up was appropriate.	42%	27%	9%	0%	9%	12%

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Q6. We hope to serve you better. Please tell us how this experience can be improved. (27 responses)

The following summarizes the comments received.

- Provide written descriptions of the options
- Register the participants and provide a written report to them
- Circulate internally to all affected departments
- Be flexible when areas under discussion do not fit guidelines
- Provide a presentation and Q&A
- Keep community leagues informed
- Select a warm venue
- Ensure enough space between displays
- Provide larger print on displays
- Consider safety of attendees – some angry people were present
- Provide true engagement
- Provide a short survey with information that matches the webpage
- Educate the public to get good feedback
- Explain land uses/classes, guidelines, implications
- Use different paper for the displays – hard to write on
- Don't buckle on parking or parks. 1/2 ha park @ ATCO site.

Comments on Display Boards

Comments are often location specific and are not summarized.

Board: Timeline and Intent

- Speed is a concern currently
- Parking is uncontrolled
- Bike boxes are scary
- Sidewalks desperately needed to be built 109 Street and 116 Street on 105 Avenue

Board: Existing Conditions – 116 Street to 97 Street

- The dream would be more trees to separate traffic and pedestrians

Board: Bike Network and Trails

- Bike lane transition from south to north 105 @ 116 needs improvement
- This is bonkers. Bike network shouldn't be on 104 - keep it on 105
- This needs a re-think. Please try to include separate bike lanes
- This area not useful. 105 is better even as-is
- Only issue w/ one way is that it is almost impossible for cyclists to pass each other

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- Must be protected one-way bike lane in each direction in concept with the carriageways
- The on-street shared use path east of 116 Street is not great - separate pedestrian and cycle infrastructure
- Hard to yield to a fast-moving bike coming up from behind a vehicle
- Love the new protected bike lanes. Feels so much safer, especially in winter! Agree!
- Connect Columbia Ave bike lanes to NAIT
- Option C no bike lanes 100/102 enough
- I love bike lanes!
- Option D no cars

Board: New Streetscape Furniture – 119 Street to 116 Street

- Love how it looks! WAY better than it was before!
- Isn't Columbia a racially charged name? Columbus?
- It looks cool!
- Beautiful. Maintain the aesthetic on east side of 105
- Attractive please don't place chairs knee to knee
- Waste baskets too please. My dog, Bono, would like to not hold it
- More bike racks/wider bike lane.
- Benches facing each other need to be separated farther apart
- Don't place benches perpendicular to each other, angle them slightly
- Existing bollards are easy to knock over and take a long time to repair/replace
- Consider age of population living in condos, most are seniors and need to drive not bike
- Lots of young people live in condos. Lots of seniors' bike
- When will the Columbia Ave signs be illuminated?
- Bike lanes can be narrower
- Concern about cyclists crossing at the 119th Street - most just bolt through
- Cycling routes should take precedence over driving for safety
- Need refuse receptacle placement

Board: Traffic Movement and Parking

- One way very undesirable, pushes use to 107 or 120 Street. Very problematic
- If one way should be westbound RT vs LT
- Need access to precipitate successful development
- Visitor passes for parking that remains
- Prefer bikes, vehicles, pedestrians have their own zones
- Parking @ condo clean ups displaces vehicles. Where do vehicles go?
- Big mess in rush hour @ 116 & 105 Avenue due to misaligned of bike trails
- Your standards being applied in constructed areas don't fit the needs on the parameters. (Adaptation)
- Parking + 2-way streets no parkette

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- West half worse but a parking strategy may work on east side. Cost of MacEwan too much
- Intermittent tree zones to allow parking
- Intersections with mismatched bike lanes = chaos
- Need parking in close proximity to the building
- Business delivery needs access from the Avenue
- I walk, bike, motorcycle & drive. Keep 2-way and I live on the route
- Definitely opposed to this, and I primarily cycle
- I don't like these ideas
- Concern that one way may increase speeds of vehicles

Board: Drainage and Utilities

- No comments

Board: Open Space (108 Street and 112 - 113 Street Parks)

- Can open space assist with area drainage?
- More trees
- Keep open to bikes.
- You can park your bike ANYWHERE! I like.
- Ensure pavers enable cycle w/o issues for tires - offset/angle, etc.
- Not opposed but not sure what purpose is Very paved space, yet difficult to move through, sad individual trees.
- Having people walking and biking the street increases business!
- Really like the traffic break from 112-113 St. Motorists can use 104 Ave. Leave 105 Avenue for the community.
- Removing parking hurts businesses and area amenities.
- Anything to encourage people over vehicles/parking gets my vote. Likewise.
- Native species for landscape planting!
- We need through streets. No break between 112 – 113 Streets.
- Like that this will calm vehicle traffic.
- Hope you like to share it with the drug users!
- Love this 108 Street park. Great for MacEwan! Students, staff will use it.
- Love this idea! Please make it happen.
- Agreed, but it will only look pretty when the whole project is complete.
- Through route for bike/ped should be clear, not just through plaza.

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Board: Queen Mary Park - 119 Street to 116 Street Options

- Optimize location of signs - i.e. no parking sign to cover hydrants
- Access to 117 Street condos becomes difficult with one-way traffic. Keep two-way traffic
- Use bike lanes off of 105 Ave as in video clip 2013 design plan
- Can bike lane move in north side walk to provide parking?
- Maintain two lanes, make bike/walking path the “protected bike lane”, parking on both sides of street, think about the new condo on 117 Street
- Please add sidewalk to street
- I’m okay with one way bike paths
- Prefer 2-way traffic for businesses south of 105 Avenue
- “Absolutely” NO!!! to one-way on 105 between 116 Street to 119 Street
- Bike box for left hand turns
- No to one way west of 116 Street. Access to the area is already difficult
- Yes two-way bike lanes! Yes no on-street parking. Please add sidewalk. Multi-use path is no good
- No to one way traffic for vehicles
- Well-designed and connected bike lanes will be used
- Further bike lanes are not necessary. Traffic between 116 and 120 Street is not that heavy so 85% of bikes ride on road and not on bike lane
- Want two way traffic/what was built kept west of 116 Street
- Please use actual data and not anecdotes to determine bike lane usage
- Limited street parking is an issue for businesses and residential.
- Option C – parking 2 sides west of 117 Street. Enlarged lane sidewalk 117 Street to 116 Street and tie in with bike path

Board: Queen Mary Park - 116 Street to 109 Street Options

- Large empty lot (old ATCO space). How will builders or residents access this? Will increase traffic!!
- Like this. Option A: what will bike signals be for left turns? Bike box?
- Prefer it all remain two way
- I like the sidewalks on both options!
- Bike lanes a pain
- Like separate north/south bike lanes
- I like keeping a lane for parking, even if it means turning the street to a one way. But no meters to park there

Board: Central McDougall - 109 Street to 105 Street Options

- Doesn’t want street parking
- Prefers two way vehicle traffic
- Prefers two way bike lanes w/ no parking
- Vehicle gates okay when bikes together

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Board: Central McDougall - 103 Street to 101 Street Options

- Zone for BSCS?
- Prefers 2-way bike lanes

Board: McCauley – 101 Street to 97 Street Options

- No comments

Comments on Display Maps

Comments are usually location specific and are not summarized.

Option A - 2 way traffic with 2 one way bike lanes

- 2-way bike lane. Fold down wide at ends of blocks in middle of bike lane to warn drivers
- Please (change route)
- Ideal east/west connection
- Please stop with the bi-directional cycle lanes they are terrible! – a cyclist
- Loading zone for BSC5
- I don't think this split make sense. Fewer crossing is better
- Remove beg button @ 102 Street and 104 Avenue = scramble long term
- Native species for landscape planting!
- Back and forth not good
- Behind Rogers is no good. Keep cycle track separate from sidewalk - very hard to use it!
- Fix grade separation for bikes here @ roundabout
- Access north of arena/plaza
- MacEwan LRT major problem for traffic & pedestrians
- Remove beg buttons @ 105 Street and 106 Avenue
- Seems 2-way auto traffic would be better for businesses on this route
- Need bike box/advance signal/green stripe through this intersection
- Have no parked cars along Columbia Avenue. Think 2 way will keep speeds down + be more accessible for all accessing area
- Think 2 way will keep speeds down + be more accessible for all accessing area
- Already seeing homeless camping out on bike lanes
- Vehicles flow - avoid stop bars along 105 Avenue
- MacEwan access desired
- Bike lanes - Not sure why needed. Only 6 months usage. Will the lanes be cleared of ice/snow?
- Advanced signals for bikes @ major intersections
- The community itself can't support business. You need some parking if it's going to be a destination
- Winter maintenance of bike lanes. Of unprotected bike lanes

Reporting Back

- Get Grant MacEwan to remove the fence so cyclists can connect from 105 to rail town S.O.P.
- Lots of questions about parking concern on 110 Street. 110 Street parking always full
- Maintain 2 way on 105 Avenue
- Cannot make it a one way roadway
- Two way bike lanes feel more natural
- As a cyclist, strongly prefer separate E/W lanes as shown here
- Concerns with pedestrian access/ parking in close proximity to businesses. LRT 104 affects south of 5th Avenue
- Concerned with the accessibility for people with mobility issues if there is no parking or reduced parking
- Sidewalk access north/south desired
- Keep through streets closed, i.e. 111 Street to south
- Put parking lots underground 110 Street to 113 Street
- Minimize approaches/crossings
- Where will the traffic move to with 112/113 park space?
- Flow of traffic Jasper Avenue & traffic flow issues overall. Arteries to downtown should remain open
- Crosswalks would be nice
- Consider raised intersections. Great idea!
- Where would traffic go once LRT on 104 Street and closure on 105 Avenue?
- Two way traffic needed for existing business deliveries. No to block @ 113 Street
- Turning car traffic should yield to through traffic
- Plaza @ 113 St + 105 Avenue - No thru traffic. No parking
- Want speed bumps in interim before final construction
- Crosswalk or 3 way stop today 113 St + 105 Avenue
- Change zoning to higher building heights
- Right way with both side pedestrians + cyclists!
- Future development should allow for setback from sidewalk to allow for people space or potential outdoor café/food truck. Please! Please! Do not make 105 Ave. a one-way- it severely limits the efficient use of this area
- Needs a bike box for left turns. Benches facing and more benches
- Love bikes & bike lanes
- Same side separates
- Love bike
- Columbia Avenue not well known
- No lights on north side bike/sidewalk lane
- This option better transition to west of 116 for bikes
- Keep left turn on 105 Avenue & 116 Street. No left turn availability on 116 Street & 106 Avenue
- Seating lower activity 5
- More benches in front of Social Services
- Seating north of EPCOR tower

Reporting Back

Option B - 2 way bike lane, 1 way traffic, 1 lane parking

- Raise up to avoid dip
- 103 Avenue McCauley Centre and access emergency
- Connect south to museum west side. This allows easy connection to Churchill Square
- Temporary connectivity thru Qualico to west side of museum
- Qualico raised bikeway through EPCOR
- Blind corner at building
- More benches please in front of Social Services
- Crowds gather here, more separation (Columbia Ave & 101 Street)
- Potential user conflict
- More signs for vehicles
- Native species for planting please
- Wrong bike on one side, fix it!
- Consider lane?
- "Absolutely no" to any one way concepts! It's already difficult to manage the downtown as it is!!!
- Please install this curb ramp as indicated
- Narrow crossing (x2)
- Only 1 lane needed
- Curb extensions to improve traffic flow & ped/cyclists @ intersections
- Connectivity through MacEwan for cyclists (x2)
- Three metres is bare minimum
- One-way would be disastrous for emergency vehicles
- Separate bike signals here
- Right turn sign @ 109
- One way traffic too much congestion!!
- Two-way traffic. No parking. But if one way traffic is decided, make traffic flow one-way westbound
- One-way is worse for business access; but if it must be one-way westbound would be less bad
- Maybe partial protected intersection
- Left turn signal @ northbound 109 Street/107 Avenue. Bus # 130 sits forever waiting to turn
- No one way, two way only
- Need a bike route through to railtown path
- South side bike route allows businesses to use sidewalk / landscaped area to better effect - more pedestrians
- Switch bike path to south side. Minimizes conflict with streets and alleys. Currently, snow from alleys and streets is tracked across bike path
- Making 105 Avenue one-way east will be very inconvenient for traffic on 106 Avenue to get access to 116 Street south
- Definitely disagree w/ one-way car use. Either design, please keep two way bike lanes

Reporting Back

- 2 way vehicle traffic, 2 way bike traffic on south side of avenue
- Emergency vehicle access. Spectators
- No parking on 105 Avenue
- Talk to ATCO regarding purchase of ½ ha park space north side @ 113 Street
- Do not block 113 Street intersection with open space
- Create underground parking north of 105 Avenue under 110 - 113 Street
- Do it! We need community space
- Don't do it. We need access from both 116 & 109
- Bike route north needs to consider north/south routes
- Plaza @ 113 + 105 Avenue - no thru traffic
- Did not receive postcard
- Move community space to 106 Avenue and 113 Street east lot
- One-way = real problem with traffic flow
- Bulb out?
- Parking. Many accidents 105 Avenue
- SUP not being used west of 117
- No access available from 106 for deliveries
- Move bike lane to south side of 105 Avenue. Less turns and auto traffic
- Not enough access for large delivery trucks from this side 106 (114/113)
- Promoting seasonal parking allowance so cars can be parked
- Bike lane should be on south side of 105 Avenue. So dangerous
- No parking on 105 Avenue
- Switch one-way to a westbound. Removes all left turn conflicts if people need to circle back
- Consider south side. . . fewer crossings
- Much prefer two-way bike lanes.
- Prefer bike lanes moved to south side to reduce cyclist-motorist conflict
- South side of street fewer crossings?
- Why is bike lane not on south side of 105 Avenue?
- When left turn two-way is removed all of residents and employees have no access south

Reporting Back

WHAT'S NEXT

All feedback will be considered by the project team as the project moves forward with the refinement of the updated preliminary design.

The project team will continue to receive public input through comments received through the project webpage. https://www.edmonton.ca/projects_plans/roads/105-avenue-streetscape.aspx

Stakeholder meetings may also occur once revised drawings have been developed.

A second public meeting for this project is planned for the spring of 2018 and the date will be posted on the project webpage when it is known. How the feedback received from this design phase is used will be presented, as well as the reasons for why, or why not, feedback was used.

Thank you for participating in sharing your voice and shaping our city.

For more information on City of Edmonton public engagement, please visit www.edmonton.ca/publicengagement.