

# Let's talk

## 106 & 107 Street Streetscaping

### PHASE 2

**SHARE** YOUR VOICE  
**SHAPE** OUR CITY

**Edmonton**

# 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.*

## 106 & 107 STREETS STREETSCAPING PHASE 2 ENGAGEMENT

### Dates and Locations

March 5 – March 26, 2020  
 Stakeholder Meetings, Matrix Hotel, 10640 100 Ave, March 5, 2020  
 Public Drop-in Sessions, First Edmonton Place, 10665 Jasper Avenue, March 11  
 Online Survey, [edmonton.ca/106and107streets](https://edmonton.ca/106and107streets), March 11–26, 2020

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### Level of Public Engagement



### Description

The engagement events were held to present the 106 & 107 Streets Streetscaping draft Concept Plans to the stakeholders and public and ask for feedback regarding which features are in line with the vision, and which features should be **REFINED**.



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## Executive Summary

The City is improving and revitalizing its downtown streets to support the safe and comfortable movement of people using all modes of transportation. The 106 & 107 Streets Streetscaping Project supports the creation of a safe, sustainable, vibrant, and green community. As part of the Capital City Downtown Plan, 106 Street and 107 Street were selected for green and walkable streetscaping.

Phase 1 of the project occurred during the Fall of 2019 and involved engaging stakeholders and the public to generate feedback to ADVISE the City on a vision and design ideas. Phase 2 of engagement was completed in March 2020 and included sharing the draft concept plan and requesting feedback to REFINE the features within the concept plan. Engagement methods included sharing information on the project website, a stakeholder drop-in session, public drop-in sessions, and an online survey. There were 132 participants in Phase 2 (Both in person drop-ins and online survey).

Feedback received was generally supportive of the draft concept plan. High level themes included:

- On street parking, especially accessible parking is important to maintain.
- Two lane traffic, with a lack of dedicated turn lanes and signals, was not perceived to alleviate the current level of congestion that drivers experience.
- Landscaping and plantings were appreciated, but not where they could impede sightlines and cause potential safety issues.
- The separated bike lane, wider sidewalks, additional tables and seating were well received. In addition, public washrooms and improved transit shelters were requested.

Input received from stakeholders and the public will be considered in the refinement of the final concept. The final concept is anticipated to be completed in Spring 2020.



# 01 Background

The City plans to improve and revitalize 106 Street, between 100 Avenue and 104 Avenue, and 107 Street, between 99 Avenue and Jasper Avenue. These improvements were identified as a Green and Walkable Catalyst Project as part of the Capital City Downtown Plan, which calls for improvements to downtown roadways and streetscapes that support safe and comfortable pedestrian movement, sidewalk vibrancy, quality urban design, and increased greenery.

106 Street and 107 Street were selected based on several criteria, including the imminent road rehabilitation of 107 Street, multiple proposals for private residential developments along 106 Street, and the development and construction of a future Warehouse Campus Neighbourhood Central Park.

In the Fall of 2019, the City of Edmonton had conversations with the public and stakeholders regarding how the project area could be improved. The information gathered from those conversations was used to develop a draft concept plan.

The draft concept plan considers themes that arose from initial conversations including:

- Enhanced pedestrian experience
- Improved lighting and landscaping
- Changes to vehicle access and parking
- Improved bicycle lane integration

Based on feedback received in Phase 1, the project area was expanded to include 99 Avenue and 100 Avenue between 106 Street and 107 Street to provide better connectivity in the project area. In addition, 106 Street has been extended from 100 Avenue to 99 Avenue.

Phase 2 of engagement took place in March 2020. For Phase 2 engagement activities were focused on collecting feedback to REFINE the draft concept for the project area. This report details the activities used to conduct engagement during Phase 2 and summarizes the feedback received during those activities.



## 02 What We Did

Four methods of engagement were used during Phase 2 to share information and collect feedback. Methods included a website to share information, stakeholder meetings, public drop-in sessions, and an online survey.

Engagement activities were advertised for two weeks leading up to the event through:

- Project website
- City of Edmonton Communications and Engagement calendar
- Posters delivered to businesses within and adjacent to the project area
- Postcards mailed to residents and businesses adjacent to the project area
- Email invitations to stakeholders
- A-frames on the sidewalk throughout the project area

Engagement activities focused on:

- Providing context for the concepts and the project by sharing information including What We Heard in Phase 1, Downtown Streetscape Typology, Complete Streets Guidelines, and Universal Design Requirements.
- Presenting the draft concept. Including the additional blocks based on the initial feedback.
- Asking the public to validate that the draft concept design reflects the vision and input from Phase 1.

Feedback sought on the Project included:

- Thoughts and insight regarding pedestrian through walking areas, sitting and gathering areas, green space, amenity space, traffic flow, parking, safety, and shifting the bike lane.
- Which options and features resonate with the public, and which should be adjusted or adapted.

### 2.1 Project Website

Updated information was added on the project website including a What We Heard Report from Phase 1, an updated project map of the expanded scope, a fact sheet, as well as new storyboards and a link to a survey for Phase 2.



## 2.2 External Stakeholder Meeting

The City emailed 130 stakeholders with a project update and letter of invitation to participate in the upcoming engagement opportunities, which included a stakeholder meeting on March 5, 2020 and two public drop-in sessions on March 11. Stakeholders included businesses, property owners, associations, and special interest groups.

On March 5, 2020 the City hosted a stakeholder drop-in meeting at the Matrix Hotel from 8:00am – 11:30am. 15 people attended to discuss their perception of how different features of the draft concept would positively or negatively impact their business, tenants, membership, or property access. This feedback is summarized in Section 3.1

## 2.3 Public Drop-in Sessions

On March 11, 2020 two public drop-in sessions were held in the lobby of First Edmonton Place. The first session was held from 11:30am – 1:30pm, and the second was held from 4:00pm – 7:00pm. The storyboards, project team staff, and project information were available to the public in between the two sessions.

A total of 105 people participated in the sessions to provide their impression of the draft concept. Storyboards placed along the perimeter of the lobby were used to explain the project, outline What We Heard in Phase 1, and demonstrate What We Did in Phase 2 using visual renderings of the draft concept. A map of the area showing the concept was displayed in the middle of the lobby on tables. Those walking by were invited to review the material, discuss the project with subject matter experts, and have their feedback documented by a notetaker. Sticky notes and sharpies allowed participants to provide comments directly on the map and/or storyboards.

The sessions were held prior to the COVID-19 emergency measures being implemented in Alberta. As a special precaution the City of Edmonton posted safety notices and had hand sanitizing stations for participants. In addition, the project team cleaned the sharpies and tables intermittently throughout the event.

## 2.4 Online Survey

Twelve people completed the online survey, which ran from March 11–26, 2020. The online survey shared the artist sketches of the concept features, and asked the public to indicate their level of support for the concepts by street. The low survey participation may be due to the timing, which occurred just as the COVID-19 pandemic began to dominate conversations and peoples' attention in Edmonton.



WHAT WE HEARD	WHAT WE DID
<p><b>Simplicity:</b> Keep it simple, fix the sidewalks, plant more trees.</p>	<p>Unobstructed sidewalk and increased the number of street trees</p>
<p><b>Access:</b> Hotels, parkades, loading zones need to be accessible.</p>	<p>Provided tactile walkway surface indicator at all intersection ramps.  Provided accessible ramps at intersections.</p>
<p><b>Safety:</b> Concern with alleys and drug use, improve pedestrian lighting.  Bike lanes are not safe, especially on 107 Street at 100 Avenue.</p>	<p>Landscaped separation between pedestrians and vehicles, added pedestrian level lighting, dedicated bike lane separated by a median.  Improved mid block crossing. Dedicated crossings for cyclists and pedestrians.</p>
<p><b>Amenities:</b> Consider maintenance for landscaping.  Patios and food trucks in sunny area.  Create destinations.</p>	<p>Improved cycle track on 106 Street, added benches and planting beds, increased the number of trees and plantings, unobstructed sidewalk, several benches have been added along the sidewalks and within plaza areas.</p>
<p><b>Traffic Flow:</b> Exiting parkades at rush hour is a problem – get backed up due to lack of dedicated turn lane.  One way streets are not ideal for businesses.</p>	<p>Maintained two way street with dedicated left turn lane.</p>
<p><b>Transit:</b> Need to maintain access coming in and out of the transit centre.  Many employees in the area take transit.</p>	<p>Transit access remains unchanged. Improved transit stops with shelter and seating.</p>
<p><b>Parking:</b> Parking in front of retail is good. What about angle parking?  No parking for visitors walking to the legislature grounds.  People expect free parking when coming to the festivals.  Accessible parking is not available on 106 Street.</p>	<p>Provided accessible parking and drop off zone on 106 Street.</p>



## 2.5 How We Presented Technical Information

To demonstrate how the project team had used feedback received from Phase 1, the team created a chart of the themes they had heard and used artist renderings to visually depict how feedback had been incorporated using explanatory callout boxes. Information presented provided the following information.

Based on feedback, the draft concept reflects slower traffic to improve safety and encourage a more attractive environment with additional landscaping, greenery, places to sit, walk and bike. This recognizes the additional residential population and planned central park.

## 2.6 A Note About Inclusive Engagement

The following efforts were made to allow engagement to be easy to participate in:

- Plain language and highly visual material were used to make technical information easy to understand.
- Venues selected for engagement activities were accessible.
- Venues were located within the project area for convenience and relevance.
- Public drop-in sessions were offered during the day as well as the evening.
- Public drop-in sessions were held at a location with high pedestrian traffic making engagement convenient for those who participated.
- An online survey was made available for those who were not able to attend in person.



## 03 What We Heard

Feedback received from the 132 people who participated in engagement activities indicated general support for the concept features presented, with the exception of reducing traffic to two lanes and the reduction of on-street parking. People were pleased with the improved unobstructed sidewalks, pedestrian level lighting, landscaping and seating, and were anxious for these improvements to be made.

Many businesses in the project area are medical and serve the elderly or those with limited mobility. These clients are dropped off or must find accessible parking. Businesses are concerned about adequate on street parking being available for their clients. Those who drive to the project area expressed concern over the existing traffic congestion and were concerned that reducing the streets to two lanes would worsen the problem.

Many positive comments were received regarding the improved landscaping. People thought the number of trees and plantings would be a wonderful aesthetic improvement. They did advise the City to be aware of planting species that would survive Edmonton's climate. Some also wondered whether the amount of planting would block sightlines and perhaps be a safety issue.

Main categories of feedback received include parking and access, traffic flow, safety, pedestrian experience, amenities and landscaping. More detailed feedback from the different engagement methods is provided below.

### 3.1 Stakeholder Meeting

A total of 15 stakeholders met with the project team to review the draft concept and discuss their concerns and interests. Attendees included building owners, property managers, and businesses from the project area. Feedback was focused on parking and parkade access, the pedestrian experience, bike lanes, and landscaping. Comments received during this meeting have been paraphrased below.

#### On-Street and Surrounding Parking

- Discontent with the current amount of on street and surface level parking in the area.
- Feels their business is strongly affected by the decrease in on street parking.
- Concerned with the effect of parking reductions on the success of the businesses since no parking means no customers.
- Where and how much parking will be designated for the elderly or for those with limited mobility?
- The lack of parking on 107 and 106 street is driving the businesses out of the Downtown.

- 
- Apathetic towards parking reduction due to their clientele mostly using LRT and transit services.
  - Cornered with the balance of loading zones and parking zones, would like to see these spaces used efficiently so parking can be maximized with current space.
  - Supports parking reductions since it would lead to more drivers using the hotels parking lot.

### **Parkade Access**

- Concerned about exiting the parkade on to 106 Street due to the narrow space which limits cars ability to turn onto the street.
- Concerned with access to parkade on 106 Street and 100 Avenue due to difficulty accessing parkade with a left-hand turn lane.

### **Pedestrian Experience**

- Strongly values and support the pedestrian midblock crossings and bulb outs on 106 Street north of Jasper Avenue.
- Is excited about the possible public art opportunities the streetscaping allows for.
- Supports the revitalization of the streets and finds the current state of the streets unattractive.
- Inclusion of a scramble at Jasper Avenue and 106 Street intersection would be beneficial.
- Strongly supports the addition of patio and seating space on the street to enhance the pedestrian experience.

### **Bike Lanes**

- Would like to see more education or infrastructure in place so cars don't accidentally go down the open bike lanes on Jasper Avenue and 106 Street.
- Concerned safety of bikers and pedestrians due to tree and planting canopies blocking sight lines of drivers at crosswalks and key crossing points.

### **Landscaping**

- Concerned with the addition of trees that could possibly block view to the building facade and signs which would make business not visible to passing cars.
- Support for the addition of greenery along the bike lanes and streets to promote walkability.
- Support for addition of more greenery since it creates a welcoming environment and helps customer retention.



## 3.2 Public Drop-in Sessions

The 105 attendees of the public drop-in sessions were members of the public, customers, clients or employees of businesses within the project area. Many expressed their eagerness for the improvements, often mentioning the current state and whatever the City does will be nicer than what they have right now.

This method of engagement garnered more specifics regarding the use and access of 106 and 107 Streets. Parking and drops offs were again identified as a concern, especially accessible parking. Attendees spoke about safety and provided examples of situations they were concerned about, particularly walking at night and visibility. There was support for a separated bike lane and its shift to 106 Street. Regarding amenities, people liked the permanent planters and some asked for more seating, tables, and public washrooms, while others asked the City to consider how much these amenities would actually be used in the winter. Many ideas and issues were noted regarding traffic flow involving one way streets, turning signal suggestions, traffic circles, and two lanes of traffic. Comments representing the diversity of feedback are included below.

### Parking and Drop Offs

- Patients for the doctor are having a hard time finding parking especially for elderly people attending appointments.
- Love the roll curbs (107 Street) for seniors and people in walkers and wheelchairs.
- Need to maintain LRT access.
- Suggested more parking needed on 107th Street.
- We have a doctor's office and we see 70 -100 patients per day. Our clients always complain about trying to find parking.
- Curb ramps are provided in accessible parking, but are they in loading zones as well? DATS uses the loading zones.
- We do medical surgeries and we need more, easy, accessible parking.
- The taxi driver needs a place to drop off elderly.



## Safety

- Like the bike lanes because they remove bikes from sidewalks and reduce conflicts.
- The walkability is improved in this plan.
- Ensure drivers can still look into the sidewalk through greenery for safety.
- Speed limits should be reduced on these streets.
- Viewability / accessibility of students walking in the dark is a concern and needs to be considered, including density of trees and making sure it is well lit.
- Colour coding of curbs is a better idea than too many signs to identify parking regulations.
- Concerns with drug usage in alleys.
- Support for the separated bike lane; also suggestions for marking the bike lane around intersection corners so it is easy to understand.
- Like engaging the street and opening more but the separation may hinder calming traffic.
- From a driver's perspective more vegetation will make it difficult to see.

## Amenities

- Want more seating and more weather friendly bus stops.
- Look at relocating benches or designing so wheelchairs can be accommodated into seating areas – not afterthought or hanging into sidewalk.
- Like the flex spaces and loading/parking areas that are between the bump out sections.
- Show some more history installations along the street.
- Would be nice to see art pieces along the way.
- Love to see the trees that can be lit up and remain green through the winter.
- Consider who will be sitting outside on the enhanced patios / wide sidewalks in the winter. Need heaters on patios and sidewalks.
- Really like all the trees to be added.
- Consider wind analysis to block urban wind tunnel.
- Is there potential for public washrooms?
- Like how the planter beds divide pedestrians, bikes, cars. Please use native plants that will survive our climate.
- It looks pretty but I worry about sightlines with all the grasses.
- Sidewalk should be completely covered for winter.



## Traffic Flow

- Concern with the no turn on red. You should always allow right turns on red even with bike lanes so you are not creating massive traffic delays.
- Why not do traffic circles at intersections with no pedestrian crossings there, with only mid-block crossings.
- The ramp down in the bike lane in front of the bike lane is something to look into – conflict is created here with left turn, etc.
- Have you considered one ways? It would help with car traffic movement if lanes are being reduced.
- Bike lane moving from 107th to 106th street is a good idea.
- No right turn on red light is problematic on 107th and 100th Avenue. It causes a long line up.
- I like the connections of 100th Avenue and 99 Avenue.
- I am not loving the two lanes of traffic – that is not good.
- Concern about right hand turns at 107th Street and 100th Avenue. Is there an advance signal to alleviate congestion?
- When driving I get stuck at mid-block crossing on 107th street. There should be a light at that crossing.

## Project Construction

- Business owners and transit users were concerned about construction activities, and whether there will be an impact on pedestrian traffic or bus stop closures.
- Sentiment that construction timelines were very far away, people felt this should be done sooner.

## 04 Online Survey Results

The online survey had 12 respondents who identified as residents of downtown, commuters to or through the project area, or people interested in downtown redevelopment. These respondents indicated majority support for all features of the concept plan. Open-ended questions provided responses that included concern over the project budget, reduced on street parking, and the removal of the bike lane on 107 Street. Requests for on demand pedestrian signals mid-block and incentives for businesses to have patios along street were expressed. Respondents raised caution regarding snow removal, sightlines around the landscaping, and homeless people monopolizing the new benches.

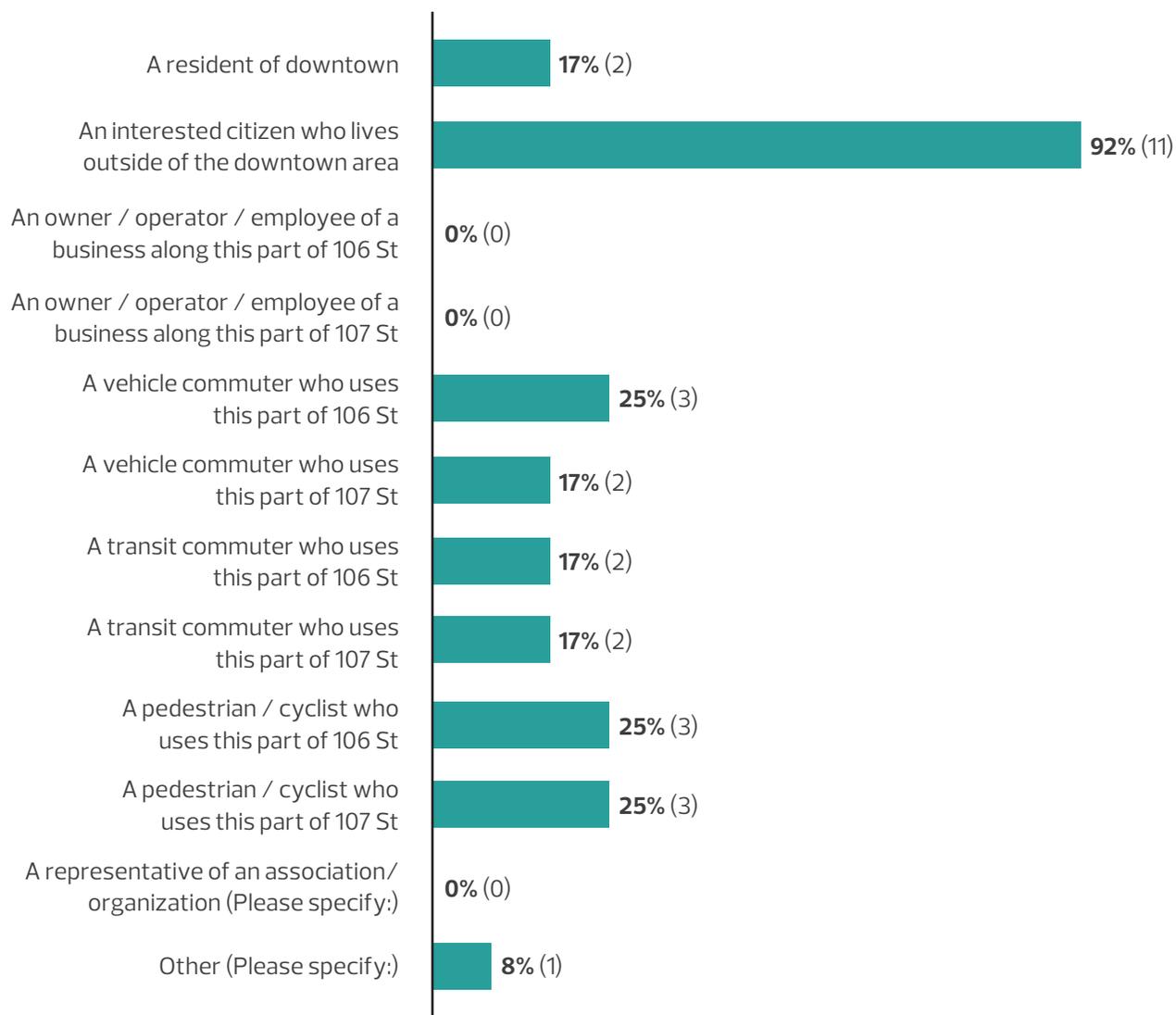
The graphs below detail the online survey results.

### 1. In what Edmonton neighbourhood do you reside?



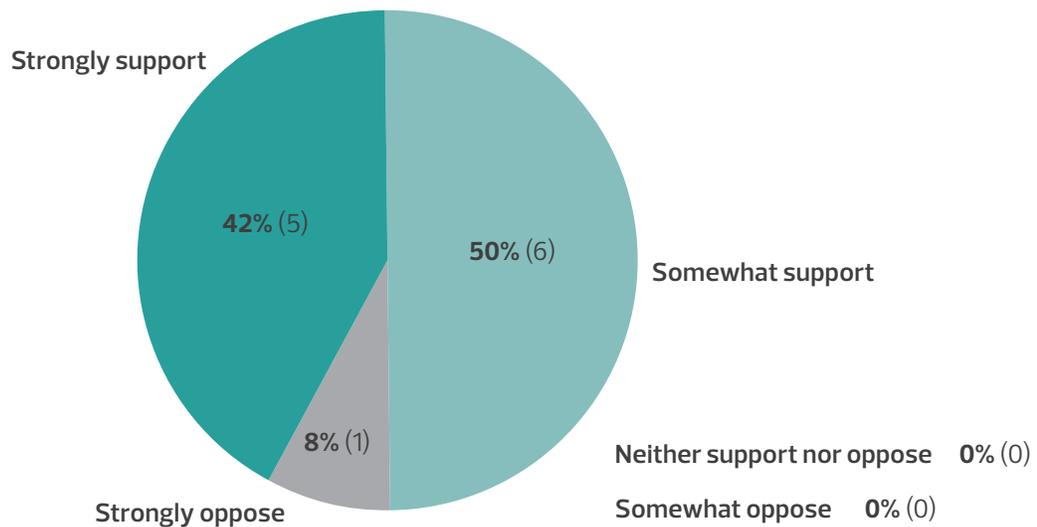


## 2. I am (check all that apply):



Other: Supporter of the Downtown Redevelopment and Pedestrian implementation

### 3. Overall, what is your level of support or opposition regarding the Concept Plan for 106 Street (including 99 Avenue and 100 Avenue)?

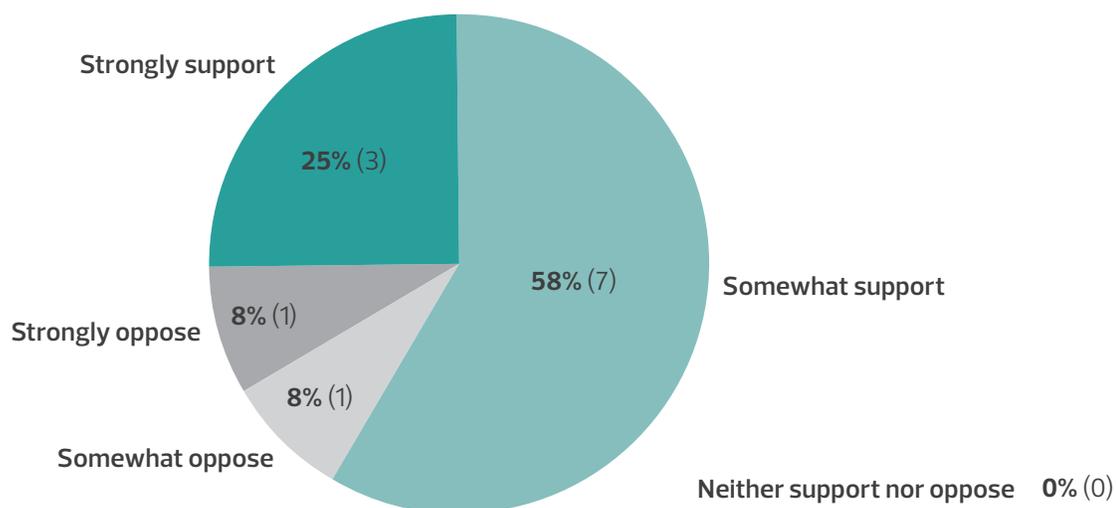


Additional comments regarding your response (optional):

- Please continue this vision of "street reclamation" to many other areas of the city.
- Increase incentive for restaurants patios that face the bike path WITHOUT having parking lots.
- I park my car for breakfast at Cora once in a while so the loss of parking in front of the Days Inn is a concern.
- We don't have the money for it.
- If we want to encourage pedestrian traffic we need to make sure that the sidewalks are wide enough and 1.5 m is too narrow. Too often we plan for people to sit along the street and forget that most people who use the street as pedestrians are walking through. 108 St is an example of streetscape clutter that makes it difficult to just walk through.
- The design is brilliant and will improve the streets.
- I agree that the area needs some work; I'm unsure about the concept plan though.



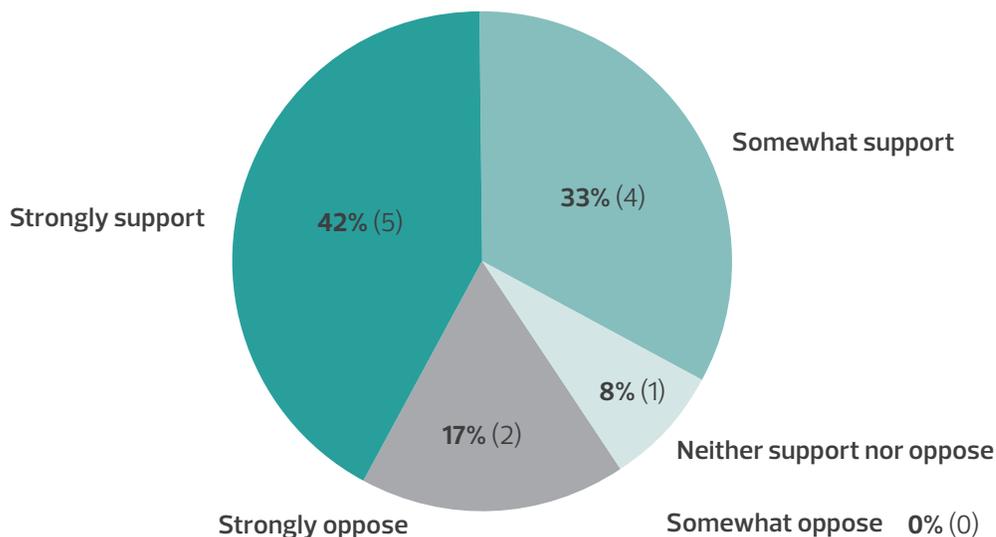
#### 4. Overall, what is your level of support or opposition regarding the Concept Plan for 107 Street?



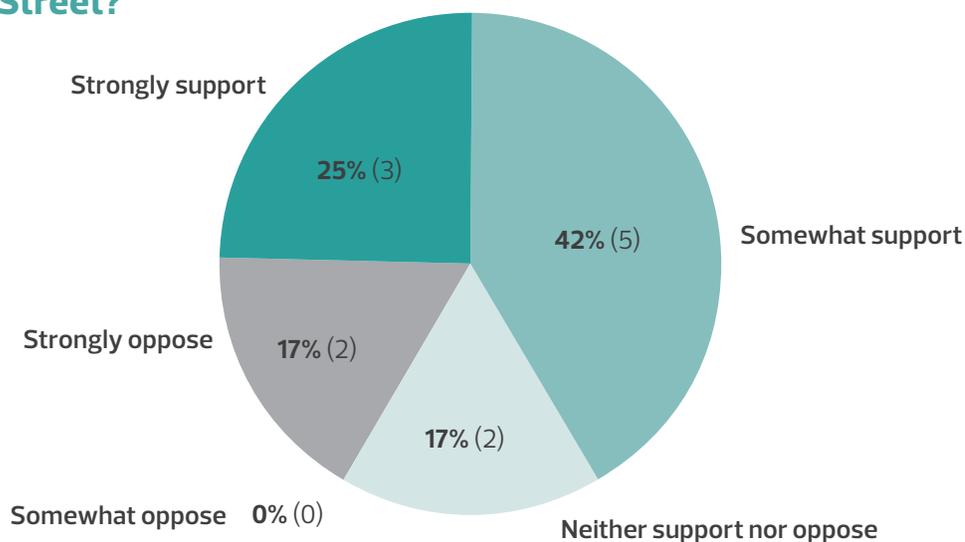
Additional comments regarding your response (optional):

- What kind of pedestrian crossing safety lights are being implemented at the mid-block crossing? Will there be on-demand crossing lights or will there be no lights?
- Increase incentive for street facing patios without parking lots.
- I'm not overly fond of the idea of removing the bike lanes from 107 St when the proposed central park is going to be built on it. Seems rather short-sighted if you ask me.
- We don't have the money for it.
- The bike route to go south from the intersection of 107st/100ave is a key connection to the legislature grounds – the renderings seem to get rid of it?

**5. From public engagement in the Fall of 2019, we heard that there was a desire for increased pedestrian lighting, more greenery, wider sidewalks, and seating. To what extent do you agree with these proposed improvements on 106 Street (including 99 Avenue and 100 Avenue)?**

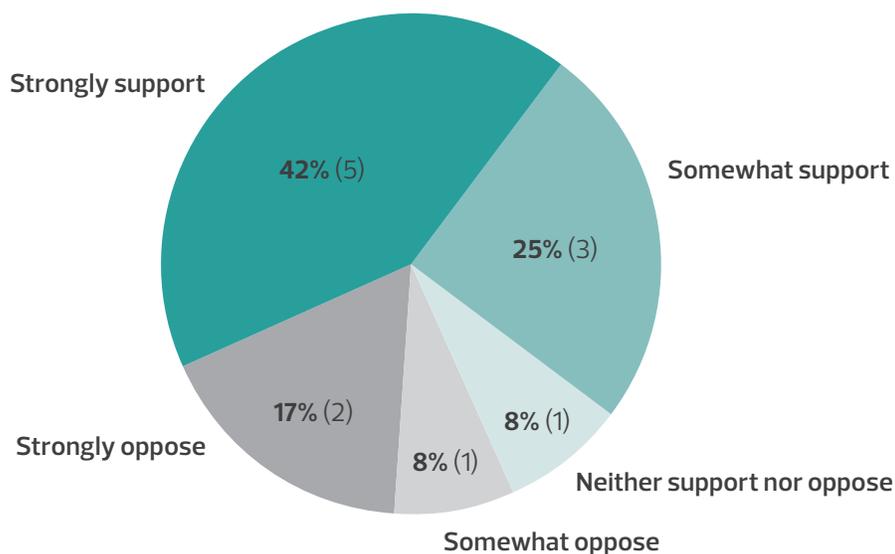


**6. From public engagement in the Fall of 2019, we heard that there was a desire for increased pedestrian lighting, more greenery, wider sidewalks, and seating. To what extent do you agree with these proposed improvements on 107 Street?**





**7. 107 Street currently has a high pedestrian and transit use. The draft concept plans propose improvements to the pedestrian space that shift the existing bike lane on 107 Street to 106 Street, between 100 Avenue and 99 Avenue. To what extent do you agree with the proposed improvements?**



**8. Do you have any additional comments about the draft Concept Plan that you would like to share with the project team?**

- Visibility of pedestrians and cyclists a concern: need to be mindful of how close tree line ends at intersections, some of the drawings has trees almost to where a vehicle would be stopped for a light
- The City is spending way too much on under-used bike lanes. Also this is eliminating downtown parking and reducing the vehicle capacity.
- Pedestrian crossings need to have safe on-demand crossing lights. There are many crossings throughout the city and needs to be addressed. The changes to 106st and 107st should implement safe crossings that should be rolled out city wide.
- Possibility of having medians separating the two lanes of traffic rather than cars travelling next to each other in opposite directions. Would narrow the street to reduce speed but without risk of accidents on an undivided road
- We don't have the money for it.
- Have you thought about snow removal? If roads are being narrowed, where or how will the snow be plowed off the roads. Also, for more benches, the idea is great, but the loiterers or homeless may monopolize the usage.





## 05 What's Next?

The feedback received from Phase 2 engagement will be used to refine the draft concept plan. The concept plan will be finalized in the Spring of 2020. Once complete, the final concept plan will be uploaded to the city website at [edmonton.ca/106and107Streets](https://www.edmonton.ca/106and107Streets). The 107 Street concept will proceed to the next stages of design. Construction on 107 Street is anticipated to start in 2023. The City will continue to work on securing funding for 106 Street to determine the next stages of design and construction.

For more information on this project, please visit: [edmonton.ca/106and107streets](https://www.edmonton.ca/106and107streets).

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

For more on City of Edmonton public engagement, visit  
[www.edmonton.ca/publicengagement](https://www.edmonton.ca/publicengagement).



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