

What We Heard Report:

103A Avenue and
99 Street Streetscape
and Underground
Pedway

March 2024

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SHAPE OUR CITY

Edmonton

What We Heard Report: 103A Avenue and 99 Street Streetscape and 99 Street Underground Pedway

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PROJECT BACKGROUND

The 103A Avenue and 99 Street Streetscape and Underground Pedway projects will continue the revitalization of Downtown by enhancing the pedestrian and cyclist experience and adding an essential link to the city's underground pedway system.

A public engagement process was designed to create opportunities for the public and stakeholders to provide input to be considered during planning and design. The first round of public engagement took place in July and August 2023, when the streetscape was in the concept design phase, and the pedway was in the preliminary design phase.

During this engagement, the 103A Avenue and 99 Street Streetscape project was in the **preliminary design phase** and the 99 Street Underground Pedway project was in the **detailed design phase**.

103A Avenue and 99 Street Streetscape



99 Street Underground Pedway



103A Avenue and 99 Street Streetscape

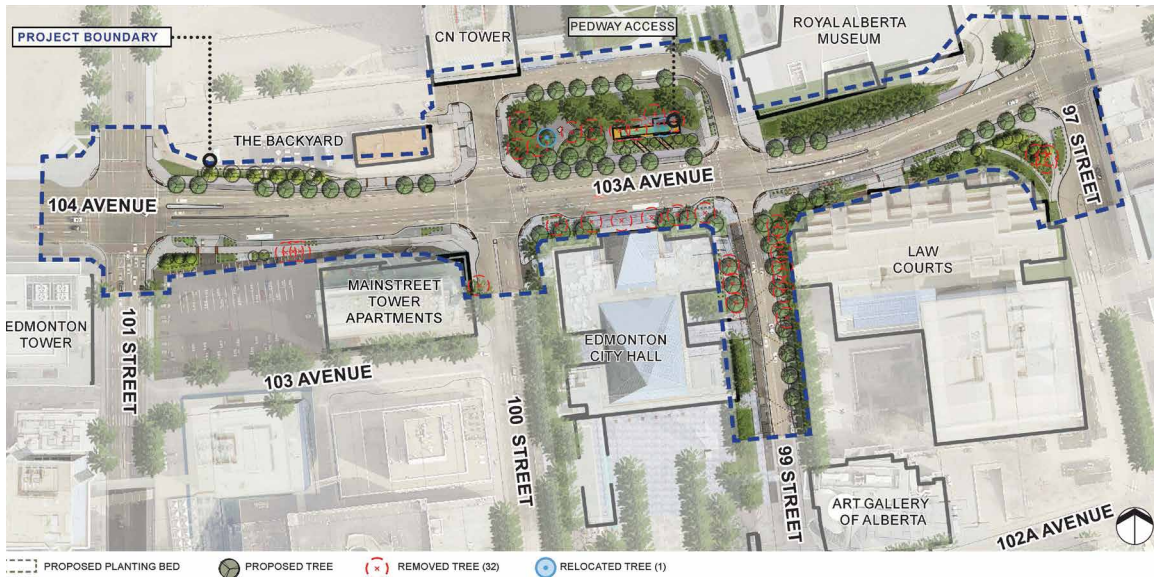
The 103A Avenue and 99 Street Streetscape project will create more green and walkable streets that are attractive, safe, connected and pleasant for pedestrians and cyclists, while considering the needs of the area's unique blend of users.

The project will increase downtown vibrancy, enhance safety, add landscaping, improve accessibility and better the experience for active transportation users.

This project will:

- + Construct wider sidewalks
- + Construct permanent raised bike lanes on 99 Street
- + Add a shared pathway on 103A Avenue
- + Add trees and green spaces, where possible
- + Add street furniture and changes to lighting, where appropriate

Street-level access for a new pedway under 99 Street will be included at the green space north of 103A Avenue between the CN Tower and the Royal Alberta Museum.



99 Street Underground Pedway

A new pedway will be constructed under 99 Street from Churchill Capital Line LRT Station (102A Avenue) to the upcoming Station Lands development (north of 104 Avenue). The pedway will add an essential link to Edmonton's downtown underground pedway system.

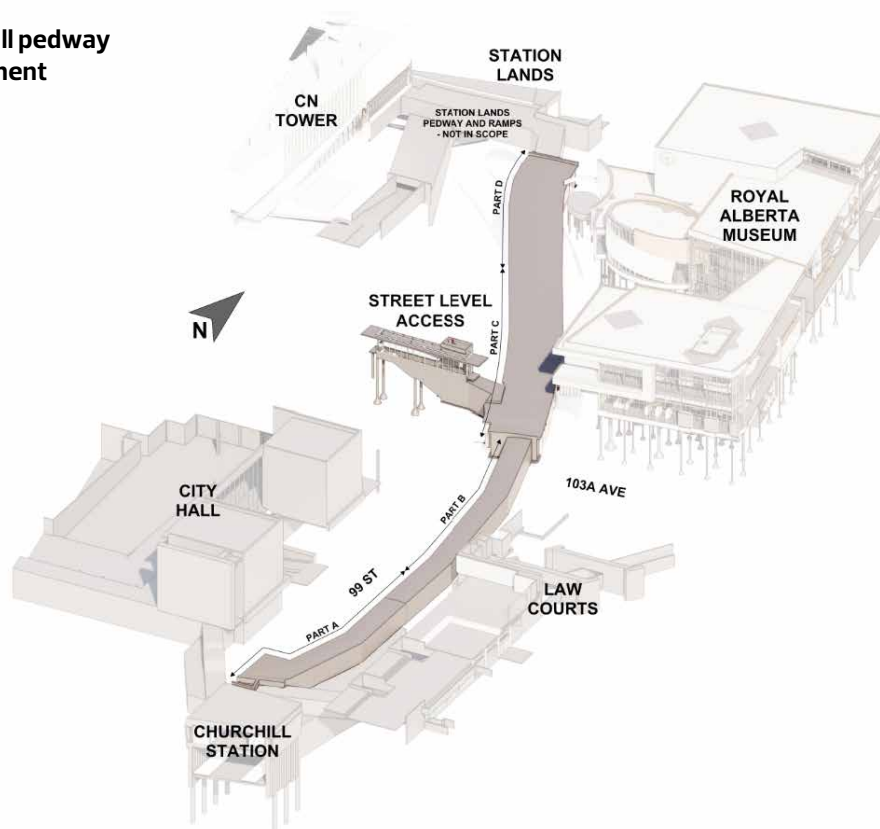
This project will:

- + Contribute toward a sustainable, vibrant, and accessible downtown
- + Provide a safe, attractive, comfortable, and welcoming place for all users
- + Support the needs of adjacent land uses, redevelopment, and nearby communities
- + Provide and enhance vital links to downtown destinations

While the pedway provides a direct connection from the Churchill LRT Station to Station Lands, it also provides links to other key destinations:

- + The downtown LRT concourse, City Hall and the pedway to the Provincial Law Courts and Brownlee Building via the Churchill LRT Station
- + Royal Alberta Museum (pending confirmation)
- + 103A Avenue/104 Avenue via street-level access

Overall pedway alignment



WHAT WE SHARED

The draft preliminary streetscape designs and draft detailed designs for the pedway were shared with the public as shown in the design booklets linked below:

[103A Avenue and 99 Street Streetscape](#)

[99 Street Underground Pedway](#)

WHAT WE HEARD

The engagement process created opportunities for the public and local community groups to learn about the project objectives, scope and designs, as well as provide input.

The intent was to gather feedback to inform the streetscape and pedway designs.

Engaged Edmonton – Online Engagement

January 22 to February 12, 2024

Participants were provided with drawings and images via the two design booklets which were posted on the City's Engaged Edmonton page <https://engaged.edmonton.ca/103astreetsscape>. Edmontonians could publicly provide their thoughts and provide feedback including any specific likes, dislikes and aspects of the design they think may be missing.

There were 928 total visits to the Engaged Edmonton page. Fifteen participants provided comments with an additional 24 participants indicating support for specific comments.

Generally, there is excitement for rejuvenation in the project area with six comments of outright support. No comments rejected the project.

Respondents are specifically looking forward to the reduction of vehicle lanes and westbound turns, narrowing of the roadways, and improvements to enhance crosswalk safety. The safety of pedestrians and cyclists is a key consideration for users of the project area with several stating active transportation infrastructure and the pedestrian experience should be prioritized over motor vehicles.

Respondents' preference for protected bike lanes and separate sidewalks over shared pathways was heard in the first round of engagement (July–August 2023) and reiterated in this round. Concern was shared about safety noting the speed of cyclists and volume of pedestrians. It was mentioned that when a shared pathway is the only option (as is proposed for this project), cyclists elect to use the roadway to avoid potential pedestrian conflicts. Respondents desire dedicated, protected bike lanes with concrete bollards, as well as raised crosswalks for pedestrians. Concerns were also raised about cars potentially parking in shared pathways.

Generally, respondents support traffic calming measures and the reduction of vehicular traffic. There is support for dedicated bus lanes on 103A Avenue and public transit access only on the loop north of 103A Avenue.

Respondents support the addition of as many trees and greenery in the area as possible, including on medians.

The pedway connection is welcomed by respondents. However, respondents expressed disappointment in the lack of artwork and aesthetic, aligning with previous engagement input. Pedway users desire activation through local artwork, performing artists, and commercial spaces including coffee shops throughout the pedway system. Warm and inviting aesthetics with natural lighting were noted as important for safety. Respondents would also like to see seating in the designs.

Users of the area are looking forward to the upgrades to active transportation infrastructure and would like to see similar initiatives prioritizing active transportation and pedestrian safety throughout the downtown core and City of Edmonton.

Property Owner / Community Group Meetings

August 2023 to January 2024

Meetings were held with the following property and business owners, and community groups to gather input to inform the designs.

- + Alberta Infrastructure:
 - + Royal Alberta Museum
 - + Law Courts
- + Edmonton Arts Council
- + Property Owner of 10030 103 Avenue
- + Qualico/Station Lands

The project team also met with many internal City representatives to ensure the designs meet the needs of other projects and programs and to align project designs, where applicable. These included: Forestry, Urban Planning and Economy, Open Space Planning and Design, Open Space Operations, Streetlighting, City Hall Operations, Civic Events, Engineering Services, Signals and Fire Rescue Services.

Communications

To create awareness for the project and the engagement opportunities, the following communications tools and tactics were used:

+ Engaged Edmonton webpage

A webpage on the City's online public engagement platform, Engaged Edmonton shared project details, design plans and renderings

+ Project direct mail postcard

A direct mail postcard was distributed to business owners/tenants in and around the project area

+ Pole signs

16 signs were placed on street poles in the project area

+ Road sign

A roadside sign was placed in the green space along 99 Street between 103A Avenue and 104 Avenue

+ Display Boards

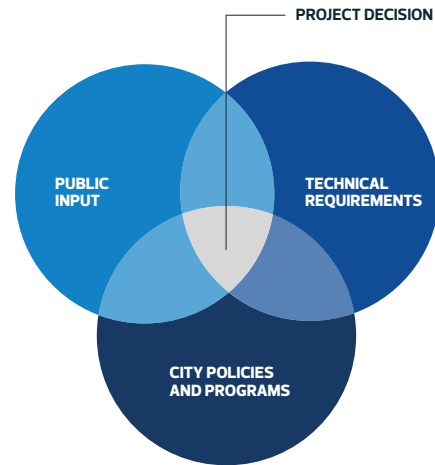
Display boards sharing project information and renderings were placed in the City Room at City Hall during the engagement period.

Decision Making

When making decisions, there are three considerations: City policies and programs, technical requirements and public input. These inputs are considered, along with project constraints, including budget, to support the refinement of a design.

The City's public engagement spectrum defines the public's level of influence in engagement processes. Visit edmonton.ca/publicengagement for more information.

This public engagement opportunity was at the Advise level on the City of Edmonton's Public Engagement Spectrum. This means the City consults with the public to gather feedback and perspectives that are considered for policies, programs, projects or services.



NEXT STEPS

Construction of the pedway began in spring 2024 with completion expected in late 2025.

Construction of the streetscape is to be determined pending funding.

Stay informed

Visit edmonton.ca/103AAvenue for more project information.