

# What We Heard Report:

103A Avenue and  
99 Street Streetscape  
and Underground  
Pedway

**November 2023**

**SHARE** YOUR VOICE  
**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 intend to 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.

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

At the time of this report, the 103A Avenue and 99 Street Streetscape project has advanced to **preliminary design** and the Underground Pedway is in **detailed design**.



## 103A Avenue and 99 Street Streetscape

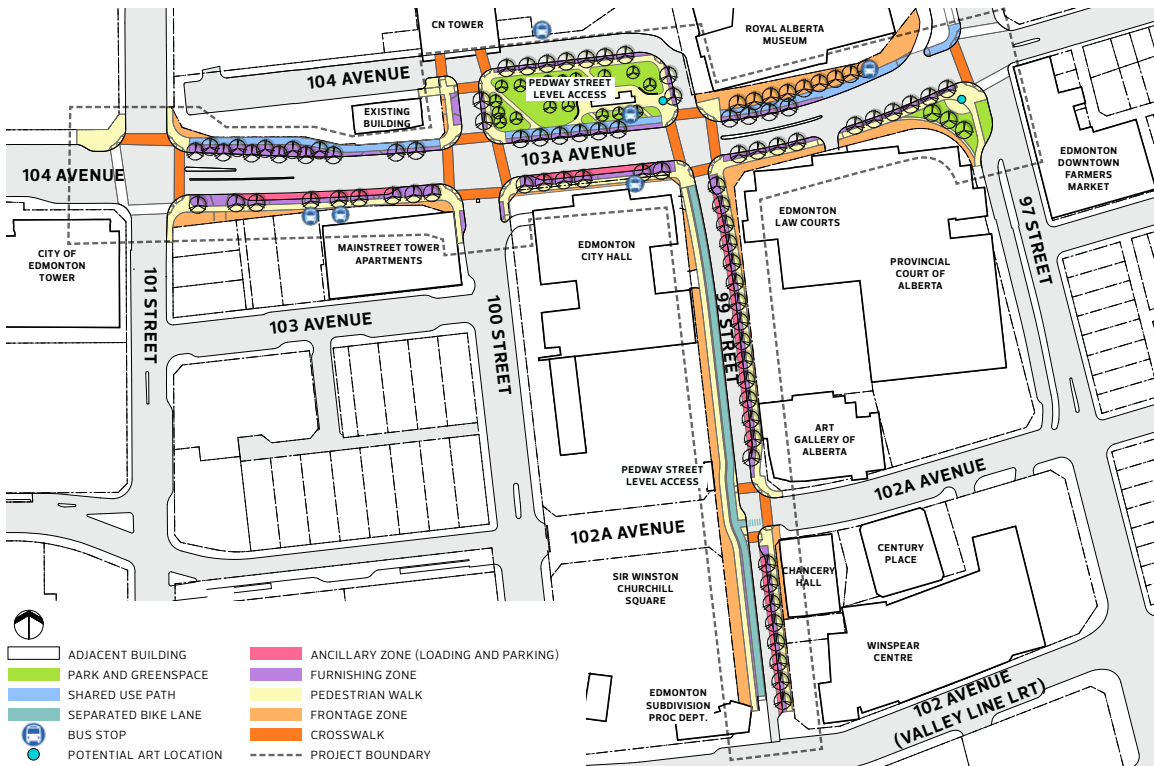
The 103A Avenue and 99 Street Streetscape project will create more green and walkable streets that are attractive, safe, connected and pleasant for pedestrians and cyclists while considering the needs of the area's unique blend of users.

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 the 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.

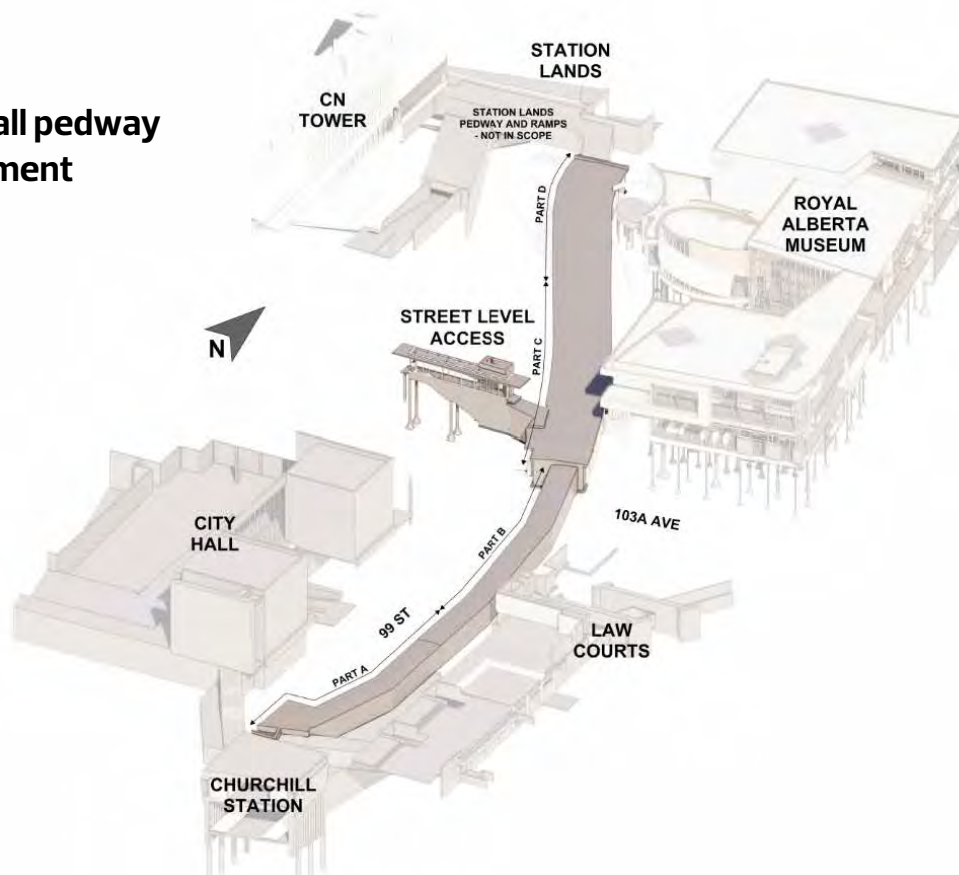
This project will:

- + 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
- + 103A Avenue/104 Avenue via street-level access

### Overall pedway alignment

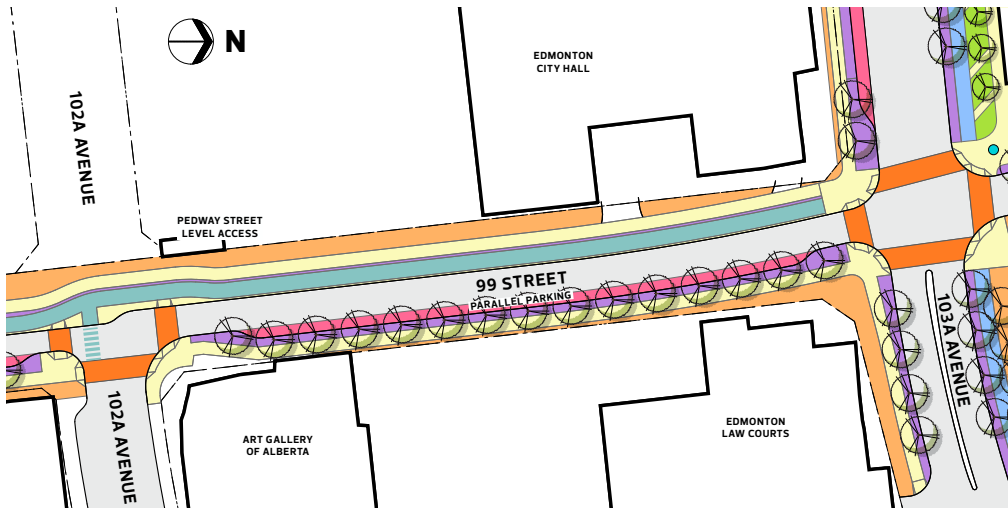


# WHAT WE SHARED

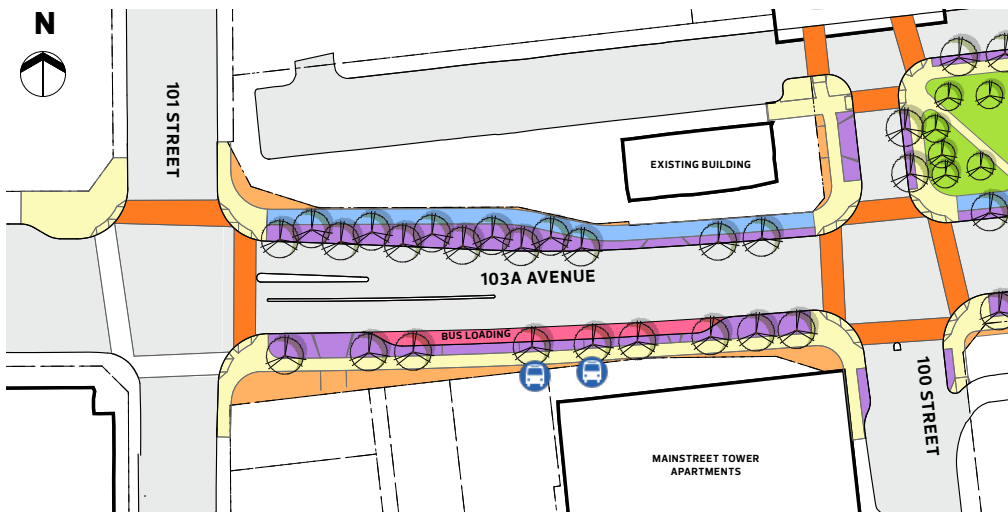
The draft concept streetscape designs and draft preliminary designs for the pedway were shared with the public as shown in the images below:

## 103A Avenue and 99 Street Streetscape

Project area: 99 Street between 102A Avenue and 103A Avenue

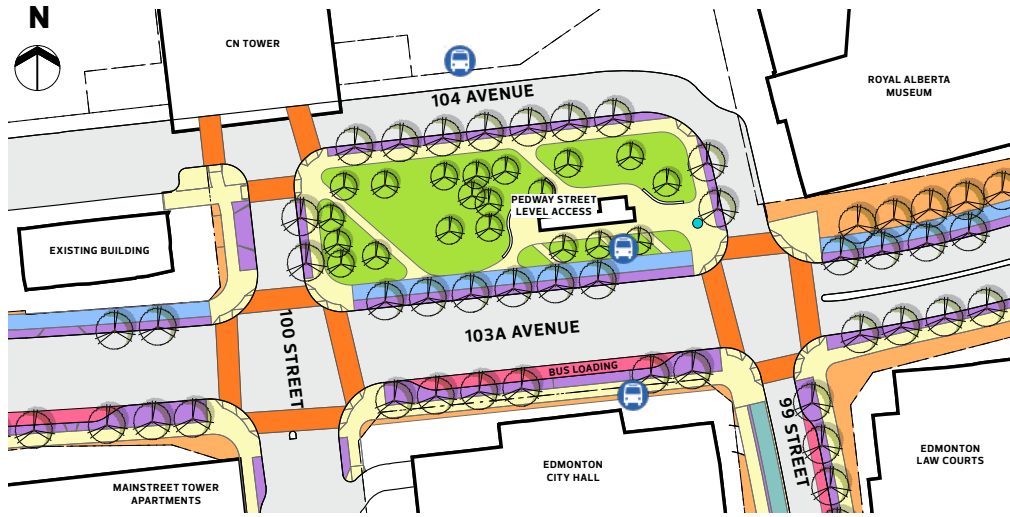


Project area: 103A Avenue between 101 Street and 100 Street

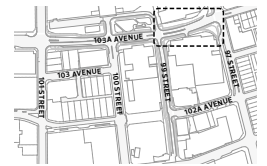
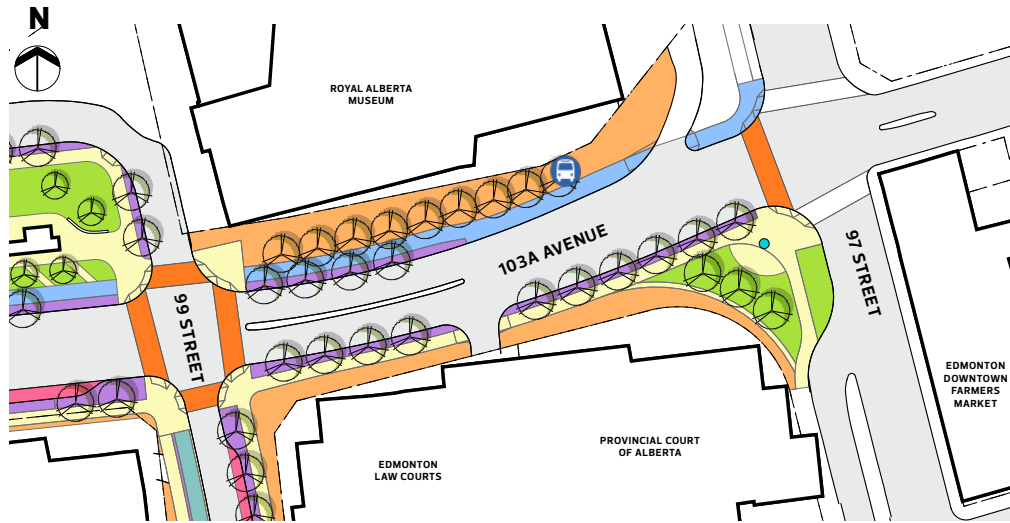


- |                     |                        |                                      |                       |
|---------------------|------------------------|--------------------------------------|-----------------------|
| ADJACENT BUILDING   | SEPARATED BIKE LANE    | ANCILLARY ZONE (LOADING AND PARKING) | FRONTAGE ZONE         |
| PARK AND GREENSPACE | BUS STOP               | FURNISHING ZONE                      | CROSSWALK             |
| SHARED USE PATH     | POTENTIAL ART LOCATION | PEDESTRIAN WALK                      | BIKE CROSSING MARKING |
|                     |                        |                                      | NEW TREES             |

Project area: 103A Avenue between 100 Street and 99 Street



Project area: 103A Avenue between 99 Street and 97 Street



- |                     |                        |                                      |                       |
|---------------------|------------------------|--------------------------------------|-----------------------|
| ADJACENT BUILDING   | SEPARATED BIKE LANE    | ANCILLARY ZONE (LOADING AND PARKING) | FRONTAGE ZONE         |
| PARK AND GREENSPACE | BUS STOP               | FURNISHING ZONE                      | CROSSWALK             |
| SHARED USE PATH     | POTENTIAL ART LOCATION | PEDESTRIAN WALK                      | BIKE CROSSING MARKING |
|                     |                        |                                      | NEW TREES             |

## 99 Street Underground Pedway



Rendering of typical pedway corridor



Rendering of underground pedway traveling north, approaching Royal Alberta Museum access



Rendering of street-level access: stair and elevator, west of Royal Alberta Museum looking northwest

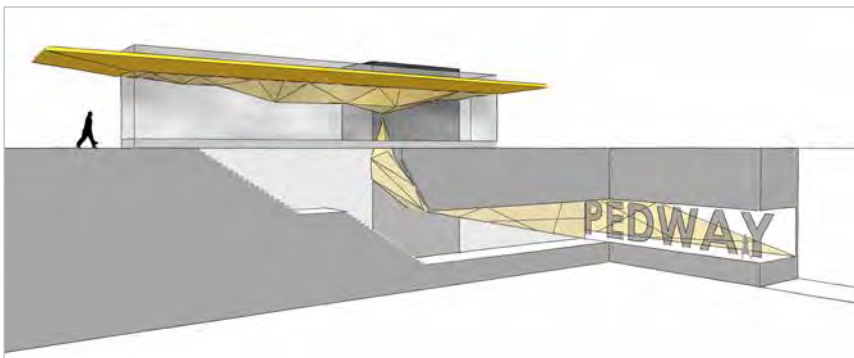


Diagram of street-level access, stairway and elevator, with portion of underground pedway



# WHAT WE HEARD

## Online Engagement

Edmontonians were invited to provide feedback on the draft designs and what we heard is summarized below. Details on the engagement activities and the communications methods can be found on page 11.

Generally, those who participated are looking forward to the revitalization of this area. Six separate comments indicate overall support; one participant rejected the project, suggesting the funds be used for social welfare projects.

Regarding streetscaping, participants generally approve of the direction to enhance the space for active transportation users with several who propose that some areas be closed to vehicular traffic completely. These participants are either in favour of pedestrian only streets or access for public transit only. No participants voiced opposition to the removal of vehicle travel lanes. A full woonerf (a living street, where design allows for shared spaces, traffic calming, and slow vehicle speeds) design and function for the project study area was recommended by one participant.

All comments regarding the conversion of traffic lanes to shared pathways were in support of this change. However, five comments stated the shared pathways should be converted to protected bike lanes, citing it is difficult for bikes to travel in heavy pedestrian traffic spaces, and the existing sidewalks are already sufficient for pedestrians.

In addition, a theme within the shared pathway discussion was the need to enhance safety through the installation of bollards and protected intersections. Concerns were raised about vehicles ignoring raised bike lanes and questions were posed around how the City plans to stop vehicles from parking in the bike lanes. Questions were also raised as to why bollards (a short post used to prevent traffic from entering an area) and barriers are not standard design for Edmonton's active transportation routes. Protected intersections and raised crosswalks were requested by three participants.

For aesthetics, several comments requested maximum tree planting, excluding on medians where trees struggle to thrive. Natural features, including natural light portals, were requested for the pedway. Permanent art installations were requested for both, including permanent sculptures and other installations which would make the area a destination.

A consistent theme was downtown safety. Three participants referenced concerns with pedestrian safety in the project area related to downtown social issues. Ten comments were received on the safety of an underground pedway system specifically, including the need for added policing efforts to keep the underground system safe.

Other participants questioned the effectiveness of an urban revitalization strategy which puts pedestrian traffic underground, subsequently prioritizing vehicle traffic. The pedway is not supported by these participants.

Several suggestions were made regarding the design of the pedway to increase its appeal to the public:

- + Add commercial use spaces, such as cafés
- + Incorporate natural light portals and natural features
- + Include permanent art
- + Allow e-scooters and other modes of active transportation, including parking
- + Add pet-friendly and child-friendly facilities

One participant requested a complete map of the Edmonton pedway system, as unfamiliarity with the system creates apprehension about using it.

Overall, engagement participants are excited to see revitalization coming to this area and are largely in favour of improving the pedestrian space in the streetscaping designs. Responses to the pedway design are mixed, with the prominent concern being safety.

## Stakeholder Engagement

Input received from individual stakeholders was used to inform the designs that were shared with the public.

# ENGAGEMENT

## Engagement Activities

The engagement process created opportunities for the public and stakeholders 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.

### Stakeholder / Property Owner Meetings (November 2022 to July 2023)

Meetings were held with the following stakeholders and property owners to gather input to inform the designs.

- + Citadel Theatre
- + Edmonton Art Gallery
- + Winspear Theatre
- + Royal Alberta Museum
- + Qualico/Station Lands
- + Alberta Infrastructure:
- + Royal Alberta Museum
- + Law Courts
- + Mainstreet Tower
- + Edmonton Arts Council

The project team also met with many internal City stakeholders to ensure the designs meet the needs of other projects and programs and to ensure project designs align, where applicable. These included: City Hall, ETS, Civic Events, Edmonton Police Services and Fire Rescue Services.

The transit providers for both St. Albert and Strathcona County were also engaged.

## Engaged Edmonton (July 24 to August 21, 2023)

An online Engaged Edmonton page was used to collect feedback from the public on the 103A Avenue and 99 Street Streetscape and Underground Pedway designs.

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

***There were 722 total visits to the Engaged Edmonton page. Thirty participants provided a total of 73 comments.***

In addition, an engaged citizen provided a presentation with comments and suggestions for the streetscape design, including possible uses for the pedway space generated from a self-created survey. This independent survey was posted by the citizen in the project area and shared on Instagram. The project team will consider this additional survey data as it moves ahead with its design process.

## 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

10 signs were placed on street poles in the project area

### + Sandwich board sign

A sign was placed outside the Edmonton Arts Council Store located in the southwest corner of Sir Winston Churchill Square during the engagement period. This included visibility during the Taste of Edmonton event

### + Road sign

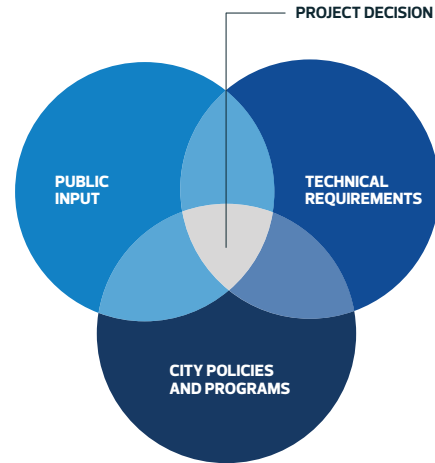
A roadside sign was placed in the green space along 99 Street between 103A Avenue and 104 Avenue

## 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](http://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

The Project Team will consider all comments received as the designs for the two projects move forward.

Watch for more information in early 2024.

### Stay informed

Visit [edmonton.ca/103AAvenue](https://edmonton.ca/103AAvenue) for more project information.

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