



109 STREET STREETScape CONCEPT DESIGN
PHASE ONE PUBLIC ENGAGEMENT
WHAT WE HEARD REPORT

City of Edmonton

Sustainable Development and Integrated Infrastructure Services

February 2016

TABLE OF CONTENTS

- A. Project Overview
- B. Public Involvement Process
- C. What We Heard - Overall Themes
- D. What We Heard: Public Input Details

Appendix A – Project Stakeholders

Appendix B - Public Open House - Communications/Advertising

Appendix C – Public Open House Materials

Appendix D – Comment Form

A. PROJECT OVERVIEW

The City of Edmonton initiated a Streetscape Concept Design study for 109 Street between 61 Avenue and the High Level Bridge (Envision 109) in 2015. The corridor serves several residential neighbourhoods, schools, businesses and major transit routes and is a major route linking downtown and south Edmonton.

Planning studies have been carried out to revitalize the corridor over the past decade. The 109 Street Corridor Area Redevelopment Plan (ARP) (2013) suggested that a Comprehensive Streetscape Improvement Plan be developed to review the function of the corridor, to improve the pedestrian environment and to help revitalize the adjacent areas. Streetscape improvements will be built in stages as funding becomes available.

Working together with the public and stakeholders, Envision 109 aims to develop future streetscape concept designs that: make the street aesthetically appealing; address the needs of drivers, cyclists, pedestrians and transit riders; and consider opportunities to enhance accessibility, safety, furnishings, signage, surface treatments, public art, lighting, public spaces and more. Two streetscape concept design options will be developed: short-term off-street improvements— improvements to the public realm that do not involve reconstruction of the roadway—and long-term road/streetscape improvements— reconstruction of roadway that envisions a more pedestrian oriented street.

This report provides details of the input received during Phase One, which included stakeholder interviews, a Community Integrated Committee workshop, a public open house and online feedback.

B. PUBLIC INVOLVEMENT PROCESS

As stakeholders and the public play a key role in providing local/community level input, a three phase public engagement process was developed to seek their perspective and experience in using the corridor and receive input that will inform the development of the 109 Streetscape Concept Design options.

Public Open House

Public Open Houses are planned for each of the three project phases over the course of this project.

Public open house 1 was held at St. Basils Cultural Centre on January 27, 2016 to introduce the project to the community and business stakeholders, local residents and commuters, and to collect their concerns and suggestions related to the use of 109 Street. The open house was organized as a drop-in format with two scheduled presentations, ongoing table workshops and a display of large-scale mounted display panels.

A total of 138 people attended the event.

How the event was marketed

The event was advertised by ads in the Edmonton Examiner, Edmonton Journal, and Metro, as well as on the City of Edmonton website and through the City's social media accounts (Facebook and Twitter). A flyer was delivered to 11,400 households and businesses in the neighbourhoods in and adjacent to the project area, and three roadside signs strategically placed on or near the 109 Street corridor invited the public to attend the session.

Project Introduction letters were sent to the property owners along 109 Street, the adjacent community leagues, local schools, school boards, the Old Strathcona Business Association and the Edmonton Bicycle Commuters Society. Information was also provided to the adjacent community leagues for distribution on their web and Facebook sites. The project team personally visited businesses along 109 Street to inform them about the project and provide them with event information.

How information was shared

During the event, information was provided through a formal presentation followed by a question and answer session, a large map of the corridor, display boards and a project specific fact sheet. Project team members, including City of Edmonton staff from both Sustainable Development and Transportation Infrastructure, and the EDA Collaborative and Twenty-20 consultants' teams answered questions and provided information about the project, its intended outcomes and public engagement process. The display boards were also available for viewing on the project website.

How input was received

Formal input was gathered via a comment form (See Appendix C – Comment Form) that respondents could complete and submit at the event or return by fax or email.

Alternatively, the comment form was available on the project website to be completed for two weeks after the event. Road signs directed residents and commuters to the project web site and the survey (the comment form). A total of 111 comment forms were received; 35 at the open house and 76 online.

Participants also recorded comments on "sticky notes" and placed them directly on the corridor map that was displayed on a series of tables at the event. They were also invited to share their ideas on what they envisioned for a future 109 Street via paper notes on an idea wall. A summary of input, as well as verbatim responses received on the comment form, corridor map and idea wall is included in this document.

Stakeholder Interviews

The community league executive of each of the communities located adjacent to the 109 Street Streetscape project area (Allendale, Garneau, McKernan, Pleasantview, Parkallen, Queen Alexandra), were invited to participate in an interview with members of the project team to share thoughts, concerns and opportunities relative to the project, and specific to their community. The Communities of Allendale, Pleasantview and Queen Alexandra accepted this opportunity in late 2015 and early 2016. The community

leagues not available for individual interviews participated in the Open House and participate in the Community Integrated Committee (CIC) (see below).

Community league executive members were informed about the project and intended outcomes, and shared their visions for the future of 109 Street along with specific details on areas of concern.

Community Integrated Committee Workshop

A Community Integrated Committee was established to work closely with the project team on this study. Invited members include the six community leagues adjacent to the project area (Allendale, Garneau, McKernan, Pleasantview, Parkallen, Queen Alexandra), as well as the Old Strathcona Business Association.

Using the 109 Street Corridor Area Redevelopment Plan (ARP) and relevant city policies as the foundation, the intent of the committee is to provide input to the project team relative to design, and to act as a key conduit for communications into the community. A minimum of one meeting/workshop will be held with the committee during each of the three phases of the project.

The first workshop with the CIC was held on December 10, 2015 to introduce the project and process, and to invite input to inform project planning. Participants were asked to brainstorm what a great street means to them, to identify issues and opportunities within the project area and share details of how they envision 109 Street in the future.

C. WHAT WE HEARD – OVERALL THEMES

Input received from the information gathering session, online comment form, CIC workshop and stakeholder interviews will be used to inform the development of the 109 Street Streetscape Concept design. Participants in the public engagement process were invited to provide their perspective and experiences in using the corridor, highlight areas of concern and opportunity, and envision how a future 109 Street could meet their needs. Their input varied from specific to all encompassing, considered all users, as well as opportunities to improve user safety and enhance the public realm as an inviting destination while respecting the arterial function of the roadway. Their input is summarized into the key themes below:

Improve Pedestrian Experience:

Sidewalks: Currently too narrow with obstacles in some locations, curbside feels unsafe, risk of splash from cars. Desire to have wider sidewalks free from obstacles. Suggestions include narrowing or removing lanes, to accommodate wider sidewalks and shorten crossing width of 109 Street.

Crosswalks Safety: The general feeling is that the area is car-centric with a wide, busy, fast, noisy road that is difficult to cross. Desire to improve pedestrian (and cyclist) safety with improved, safer crossing options.

Suggestion that all crosswalks see safety improved, but focus on increased safety at busier locations with flashing pedestrian activated lights or full traffic signals.

Maintain Arterial Function:

Connection: 109 Street is an important north/south arterial connector and needs to continue to function as such. Many people expressed support for having an easy and direct access to downtown.

Develop Place-making/Destinations:

There is a desire for street front, pedestrian-friendly developments with increased retail, restaurants and bars, as well as additional parking to make it easier to stop and stay. Consider adding parking lots behind developments. Create events and festivals to encourage community and citywide gatherings.

Improve Cyclist Experience:

The current bike lane configuration (mixed with vehicular traffic) feels unsafe. Cyclists desire a separated, dedicated bike lane with safe crossing opportunities and connections. Adding bike racks to the area may encourage more cyclists and fewer cars.

Consider Traffic and Signal Management:

Road Size: The width of 109 Street with many lanes feels unsafe and too fast, with suggestions to narrow the lanes as opposed to reducing the number of lanes.

Speed/Volume: There is a desire to reduce traffic speed and volumes, but maintain traffic flow as an arterial corridor.

Traffic Flow: There is a general feeling that traffic flow be maintained and/or improved. There are suggestions to better sync traffic signals and to add left turn signals/lanes.

Pedestrian traffic lights – perceived long waiting times of the traffic light phasing, for the West-East road crossings.

Improve Aesthetics:

Make 109 Street more visually appealing with the addition of greenery including trees and additional landscaping including planter boxes and flowers. Consider including parkettes in the new design and encourage roof top gardens, community gardens and edible gardens, perhaps located at bus stops. Incorporate public art and historic information in the form of building plaques, photo boards or elements such as historic/heritage decorative lampposts.

Maintain Connections (all methods of transportation):

Accessibility: Consider the corridor as a key connector to downtown, Edmonton's south side and the University of Alberta for vehicular traffic. Also consider its connection to Whyte Ave, downtown and the river valley for pedestrian and cyclists.

Improve Transit Experience:

Increase frequency and service of transit to encourage less driving. Make transit more comfortable with enhanced bus shelters and area lighting.

New Development:

Encourage new mixed-use, higher density pedestrian oriented development along 109 Street. Include a variety of local (not chain) businesses including restaurants (with patios), cafes, unique shops and services. Refurbish or remove deteriorating buildings. Create guidelines that include historic/character architecture, setbacks, landscaping and rear parking.

D. WHAT WE HEARD: PUBLIC INPUT DETAILS

Comment Form/Online Feedback

A total of 111 comment forms were completed with 35 submitted at the public open house and 76 completed online. The following is a summary of input received. Note that each respondent did not complete every question and some comments received have been separated into specific themes or topic areas for the purpose of this report. Verbatim comments received are included in Appendix E – Verbatim Comments.

Relationship to 109 Street

Respondents were asked to identify their relationship to the project area and could provide more than one response. The majority of respondents identify themselves as commuters (65%) using 109 Street and/or area residents (65%).

Respondents specified that they are from the following communities: Parkallen (16), Garneau (15), Queen Alexandra (10), Allendale (7), Pleasantview (6), Old Strathcona (5), McKernan (4), Alberta Avenue (2), Belgravia, Downtown, Old Strathcona, Ritchie, Windsor Park (1 each).

Total	111
A commuter who uses 109 Street	63%
An employee who works on 109 Street	5%
An area business owner/operator	5%
A patron of a religious facility on 109 Street	2%
An owner of a property located on 109 Street	5%
Area resident (specify community)	65%
Other (please specify)	20%

What Respondents Like about 109 Street

Respondents were asked to share what they currently like about the streetscape on 109 Street. There were 105 comments and, in the order of number of mentions received, the top five 'likes' are: retail, traffic flow, aesthetics, connections and arterial function. The following summarizes comments found in the top five mentions:

Retail – variety of local businesses including restaurants, cafes, services and unique shops

Traffic flow – traffic flows well, efficiently

Aesthetics – greenery specifically trees, some building exteriors and one mention for the St. Basil's Ukrainian Catholic Church

Connections – provides accessibility to downtown (all transportation methods), Whyte Avenue and the south side

Arterial Function – functional, effective transportation corridor, gateway

It should be noted that "nothing" was tied amongst the top five mentions.

THEMES	MENTIONS	THEMES	MENTIONS
Retail	26	Other	3
Traffic flow	15	Retail/Residential mix	3
Aesthetics	12	Accessible corridor	2
Connections	11	Green space	2
Nothing	11	Suggestions	2
Arterial road	10	Traffic lanes	2
Pedestrian access	8	Visibility	2
Transit	8	Busy	1
Destination	7	Cyclists	1
Potential	6	Historic areas	1
Proximity	6	Mode use	1
Ambiance	3	Road width	1

What Respondents Do Not Like about 109 Street

Respondents were asked to share what they do not like about the streetscape along the 109 Street project area. There were 112 comments and, in the order of number of mentions received, the top five 'dislikes' are: aesthetics, pedestrian access, road size, car-centric nature, traffic. The following summarizes comments found in these top five themes:

Aesthetics: run down commercial/residential buildings, lack of greenery especially trees and green spaces, not visually appealing

Pedestrian access: crosswalks unsafe, lacking flashing lights/signals, streets too wide, sidewalks too narrow with obstacles; curbside walk offers no traffic buffer, feels unsafe, cars splash pedestrians

Road Size: too many lanes, road too wide, separates community, hard to cross

Car-centric: caters to vehicular traffic, not pedestrian/cyclist friendly, car oriented development

Traffic: volumes, noisy, speed, ugly

How Respondents Use 109 Street

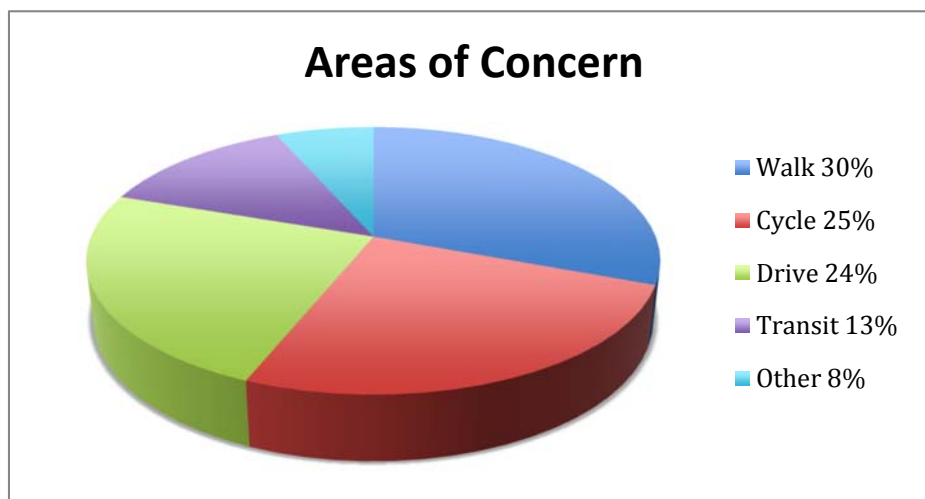
Respondents were asked to share how they currently use 109 Street.

Dine	Shop	Commute	Gateway	Socialize	Walk	Leisure	Drive	Exercise	Bike	Transit	Other
60	57	36	32	26	21	19	18	13	12	7	16

Respondents indicate that they are presently using 109 Street for destination activities such as dining and shopping, socializing and leisure activities such as going to the Garneau Theatre. They are also using 109 Street as a means to commute to work and school, and as a gateway route to destinations off of 109 Street such as downtown, Whyte Avenue and the south side. Some indicate they use it to walk, drive, exercise and bike. Other comments include visiting and work.

109 Street Concerns

Respondents were asked to express their concerns with 109 Street. 93 respondents shared their concerns. The following summarizes concerns mentioned in relation to various modes of transportation on 109 Street.



Walk:

Pedestrian crossing concerns include:

- wide roads with high traffic volumes, speed
- crosswalks with no crossing lights – flashing, signalized
- entire corridor east/west crossings

Specific locations of crossing concern: 83 Avenue (unsafe, needs lights); all crossings between 82 Ave to High Level (busy, visibility low), 72 Ave (no street lights) also mentioned: University Ave, 61 Ave, 76 Ave, 87 Ave, 88 Ave

- Maintenance – snow, ice, sand removal
- Safety, comfort
- Narrow sidewalks
- Curbside – no buffer, splashing, unfriendly

Cycle:

- Unsafe, dangerous
- Riding in fast moving traffic, high volumes of traffic
- Bike lane – lack of dedicated, separated, protected lane
- Specific locations of crossings concern – 76 Avenue, 83 Avenue, High Level Bridge
- Cyclist behaviour – not following rules, riding on sidewalks

Drive:

- Safety concerns with speed and volumes
- Lanes too wide
- Intersections – 61 Avenue; High Level Bridge
- Pedestrian visibility and pedestrian behavior (not using crosswalks)
- Congestion
- Traffic signals

Transit

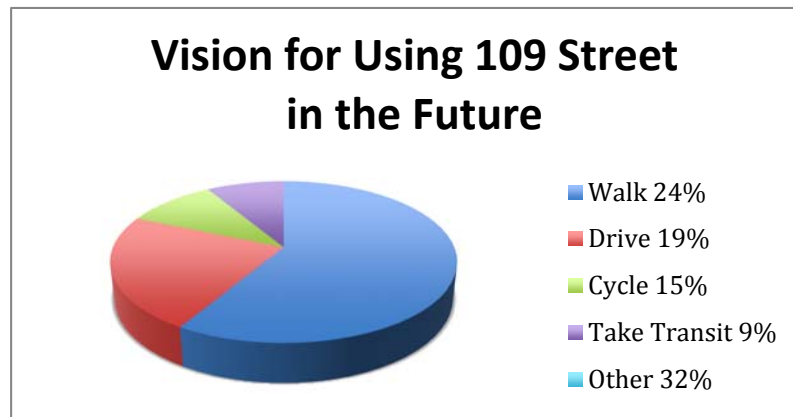
- Infrequent service
- Unreliable

Other

Other comments generally fit within the previous categories. Concerns mentioned on an individual bases include: Gas station on 71 Avenue and the Strathcona Place Seniors' Centre

Using 109 Street In The Future

Respondents were asked to share how they would like to use 109 Street in the future.



Walk: Twenty-four (24) percent of the respondents indicate they would like to walk more.

Their walking vision includes:

- Pedestrian oriented destinations such as restaurants, retail shops, patios, grocery stores, pocket parks
- Wider tree-lined sidewalks with benches
- Connections to river valley, Whyte Ave, University of Alberta
- Safe, well-lit walking environment with safe pedestrian crosswalks for all users

Drive: Nineteen (19) percent of the respondents indicate they would like to drive more.

Their driving vision includes:

- A key commuter route for vehicular traffic
- Traffic signals that are synced to improve traffic flow
- Unique ideas: electric car chargers

Cycle: Fifteen (15) percent of the respondents indicate they would like to cycle more.

Their cycle vision includes:

- Dedicated bike lanes
- Slower traffic to improve safety and comfort

Transit: Nine (9) percent of the respondents indicate they would like to take transit more.

Their transit vision includes:

- Reliable service
- Frequent service
- Service to their destinations (Whyte Ave, downtown, U of A)
- Comfortable, attractive shelters

Other: Thirty-two (32) percent of the respondents indicate a variety of other uses they would like to increase in the future. Their vision includes:

- Place-making: socializing areas, gathering places, events, activities
- Destinations: dining, shopping
- Exercising

More Accessible and Convenient

Respondents were asked to envision key changes or opportunities that would make 109 Street more accessible and convenient for all users. The top five suggestions can be themed into the following categories: sidewalks, bike lanes, crosswalks, traffic and parking. The following summarizes suggestions found in the top five categories:

Sidewalks – wider

Bike lanes – dedicated, separated, cycle track

Crosswalks – improve safety, add lights (flashing, signalized)

Traffic – calm speed, reduce volumes, consider vehicles as priority

Parking – make more parking available

Theme	Mentions	Theme	Mentions
Sidewalks	25	Accessibility	1
Bike lane - add, separated	18	Alternate routes - vehicles	1
Crosswalk - improve	14	Bike racks	1
Traffic	14	Connections - maintained	1
Parking	11	Lighting - improve	1
Transit	10	Parking - remove (S of 82 Ave)	1
Greenery	6	Parking lots – not front of buildings	1
Street furniture	6	Pedestrian priority	1
Other	5	Pedestrian - pedways	1
Destinations	4	Pedestrian accessibility	1
Good as is	4	Placemaking - attractions	1
Road lanes - reduce	4	Road lanes - add	1
Alternate routes - bike lane	3	Safety - cycle, walk	1
Development - higher density	3	Sidewalks - okay as is	1
Mode separation	3	Signage	1
Traffic lanes - reduce	3	Street lighting - add	1
Enforcement	2	Traffic lights - improve	1
Intersection - improve	2	Traffic lights - less	1
Maintenance	2	Turn lane - add	1
Pedestrian safety	2	?	

Improve Safety on 109 Street

Respondents were asked to envision key changes or opportunities that would improve safety on 109 Street for all users. The top five suggestions can be themed into the following categories: crosswalks, bike lanes, sidewalks, lighting, traffic. The following summarizes suggestions found in the top five categories:

Crosswalks - improve safety, add lights (flashing, signalized); specific locations mentioned – 83 Ave, 85 Ave

Bike lanes – safer, separated from traffic

Sidewalks – make wider

Lighting – improve lighting, reduce glare

Traffic – reduce traffic speeds

Theme	Mentions	Theme	Mentions
Crosswalks	41	Alternate route - cyclists	1
Bike lanes	17	Bike lanes - NO	1
Sidewalks - improve	16	Buildings - remove old	1
Lighting	9	Cycling - improve safety	1
Traffic – reduce speed	8	Cyclist behaviour	1
Maintenance - potholes	5	Developments - increase density	1
Traffic lanes	5	Developments - retail	1
Good as is	4	Guidelines - follow	1
Road lanes - reduce	4	Left turns - reduce peak hrs	1
Education	3	Median - add	1
Enforcement	3	Road lanes - add	1
Other	3	Safety - improve	1
Greenery	2	Traffic lights	1
Intersection - improve	2	Transit - move stops	1
Mode conflicts	2	Turn lane - add	1
Access - restrict	1	Turning signals - left	1
Accesses - safer	1	Vehicle - priority	1

Increase Destination Appeal

Respondents were asked to envision key changes or opportunities that would make 109 Street more welcoming and increase its appeal as a destination. The top five suggestions can be themed into the following categories: greenery, development, aesthetics, sidewalks, destinations. The following summarizes suggestions found in the top five categories:

Greenery – trees, parks, plants, landscaping

Development – low-rise buildings, street front accesses, appealing architecture, density

Aesthetics – appealing visuals, public art, clean, updated design

Sidewalks – wider, safer sidewalks

Destinations – more retail, restaurants, parks, gathering places, events

Other popular suggestions included reducing traffic speed and volume, adding street furniture such as benches and decorative lighting, and increasing parking in the area.

Theme	Mentions	Theme	Mentions
Greenery	33	Bike rack	3
Development	18	Pedestrian environment	3
Aesthetics	16	Buildings - remove old	2
Sidewalks	14	Enforcement	2
Destinations	11	Traffic Lanes	2
Traffic	10	Transit	2
Street furniture	10	Crosswalks - signals, flashing	1
Lighting	9	Good as is	1
Parking	8	Intersection	1
Other	7	Maintenance - ice, snow	1
Place-making	5	Streetscaping - clean, maintained	1
Bike lanes	4		

Highlight History, Character and Visual Appeal

Respondents were asked to envision key changes or opportunities to highlight 109 Street’s history and character and enhance its visual appeal. The top five suggestions can be themed into the following categories: aesthetics, information stations, buildings, greenery, street lighting. The following summarizes suggestions found in the top five categories:

Aesthetics – add visual appeal with public art, wall/sidewalk murals, remove street wires

Information Stations – include historic building/house/site plaques, photo boards, signage/banners, educational events

Buildings – preserve historic buildings, refurbish deteriorating buildings, establish character guidelines for new development

Greenery – enhance the area with more trees, green spaces and landscaping

Street Lighting – consider historic street lights

Theme	Mentions	Theme	Mentions
Aesthetics	14	Bike lanes	2
Information stations	14	Don't care	2
Buildings	12	Design - uniform	1
Greenery	12	Education	1
Street lighting	11	Guidelines - Strathcona	1
Signage	10	History -include	1
New Developments guidelines	8	Not needed	1
No historic/character here	5	Parking lots - remove	1
Other	5	Streetscaping - Side streets only	1
Placemaking opportunities	5	Theme - art deco	1
Sidewalks	4	Traffic - need alternate n/s route	1
Character	3	Traffic lanes - maintain	1
Street car	3	Transit	1
Street furniture	3	Visual identity - history of area	1
Street names	3		
Traffic lanes - reduce	3		

Make Community Friendly

Respondents were asked to envision key changes or opportunities to make 109 Street more community-friendly, a place for social interactions, community events and a hub for commercial activity. The top five suggestions can be themed into the following categories: placemaking, destinations, sidewalks, new development, greenery. The following summarizes suggestions found in the top five categories:

Place making – gathering spaces and events, promenade, urban spaces with public art, outdoor stage, unique elements

Destinations – sidewalk patios, cafes, coffee shops, shopping, parkettes

Sidewalks – wider sidewalks

New Developments – mixed use, pedestrian oriented, retail, shops

Greenery – trees, planters, pocket parks

Theme	Mentions	Theme	Mentions
Place making	20	Traffic - reduce volumes	2
Destinations	19	Traffic - reduce speed	2
Sidewalks	15	Bike access	1
Developments	9	Bike parking	1
Greenery	7	Crosswalk - add, rainbow	1
Other	6	Crosswalks - improve safety	1
Street furniture	5	Info station - pavement	1
Traffic lanes - reduce	5	Intersection - improve	1
Bike lanes	4	Location	1
Not needed	4	Safety - driver, bike	1
Parking	4	Traffic - commuting priority	1
Arterial route - priority	3	Traffic - move arterial	1
Aesthetics	2	Traffic lanes - narrow	1
Buildings - existing	2	Transit - improve access	1
Maintenance	2	Transit - move bus stops	1
Street lighting	2	Transit - shelters	1

Greener Street

Respondents were asked to envision key changes or opportunities to make 109 Street a greener street. The top five suggestions can be themed into the following categories: trees, greenery, bike lane, gardens, boulevard/meridian. The following summarizes suggestions found in the top five categories:

Trees – tree lined streets

Greenery – planters, plants, flowers

Bike Lane – bike lanes, encourage cycling

Gardens – wall and roof top gardens; bus stop garden (theediblebusstop.org), community garden

Boulevard/Meridian – green boulevard or meridian

Theme	Mentions	Theme	Mentions
Trees (greenery)	40	Green infrastructure	1
Greenery	9	Green roof initiative	1
Bike lane	5	Lighting - LED	1
Gardens	5	Motivation - hidden agenda?	1
Boulevard/Meridian	6	Pedestrian/cyclist - safety	1
Not needed	5	Sidewalks - newer, cleaner	1
Garbage disposal	3	Technology - Green roofs, solar panels	1
Pedestrian/cyclist experience	3	Traffic - new arterial	1
Construction - environmental practices	2	Transit increase service	1
Green spaces	2	Street lights - direct down	1
Parks	2	Other/no comment	10
Traffic - reduce speed	2		

Other Suggestions

Respondents were asked to share any other suggestions for key changes or opportunities to revitalize 109 Street. The top three suggestions can be themed into the following categories: arterial route, new development guidelines and pedestrian-oriented. The following summarizes suggestions found in the top three categories:

Arterial Route – maintain arterial route function

New Development Guidelines – remove restrictions; create guidelines (set-backs, green space)

Pedestrian-oriented – pedestrian priority

Theme	Mentions	Theme	Mentions
Arterial route	7	Parking - reduce, add bike parking	1
New Development guidelines	4	Signage	1
Pedestrian oriented	4	Support (NO!) - cost	1
Public consultation	4	Traffic flow - maintain	1
Support - project	3	Traffic lanes - narrow	1
Traffic - alternate routes	2	Transit - appealing stops	1
Traffic - reduce speeds	2	Transit - move bus stops	1

Priorities

Respondent were asked to share what they think are the top priorities that should be considered in developing a streetscape concept for 109 Street. The top 10 priorities can be themed into the following categories: pedestrians, new development, greenery, sidewalks, traffic flow, cyclists, arterial function, aesthetics, safety, reduce traffic lanes. The following summarizes suggestions found in the top 10 categories:

Pedestrians – pedestrian priority, safety, crosswalks – lights, timing, and pedestrian oriented

New Development – mixed use, height restriction, density, street front, retail, restaurants

Greenery – trees, trees, trees! Landscaping, plants

Sidewalks – wider sidewalks

Traffic Flow – maintain/improve traffic flow

Cyclists – dedicated, separate bike lanes

Arterial Function – maintain north/south arterial function

Aesthetics – beautify, make visually appealing

Safety – safety for all modes

Traffic – reduce lanes, speed and volumes of traffic

Theme	Mentions	Theme	Mentions
Pedestrians	35	Parking - more	2
New Development	19	Traffic lanes - narrow	2
Greenery	18	Accesses - maintain	1
Sidewalks	16	Amenities	1
Traffic flow	15	Arterial vs Destination	1
Cyclists	13	Comfort - peasant, safe	1
Arterial - maintain	9	Crime - address	1
Aesthetics	8	Crossings - all modes	1
Safety	8	Destinations - car access	1
Traffic lanes - reduce	7	Environment - lower emission traffic	1
Crosswalks	5	Impacts - City	1
Public engagement - feedback	4	Livability - priority	1
Accessibility	3	Not needed	1
Mode priority	3	Parking - less	1
Placemaking	3	Residents - priority	1
Traffic - reduce speed	3	Routes - alternate NS options	1
Traffic lanes - maintain	3	Signage	1
Buildings - remove old	2	Streetscaping - inviting	1
Character	2	Traffic - more lanes	1
Cost effective	2	Traffic - noise	1
Destinations	2	Traffic lights - more	1
Lighting	2	Transit - bus stops attractive	1
Liveability	2	Transit - move bus stops	1
Maintenance	2	Other	11

Map Comments

At the Open House, attendees were invited to write their comments or concerns on sticky notes and place them on a map of the 109 Street corridor. There were 171 comments pointing out specific areas of concern or opportunity. The locations were varied across the map and while no key location stood out in the comments, there were common themes in the concerns and opportunities as follows:

Pedestrian crosswalks: Increase safety at pedestrian crosswalks; suggestions focus on making crosswalks safer by either adding marked crosswalks where there are none and adding pedestrian activated flashing or full signaled lights at busier locations. While crossings at all intersections on 109 Street were mentioned, the following avenues were specified individually: 61, 63, 65, 68, 70, 72, 76, 78, 83, 85 and 86 avenues. Increasing the signal time to cross was also mentioned.

Developments: Respondents commented on the need for new development along the corridor including higher density, shops, patios, restaurants. There were some suggestions regarding the importance of development guidelines while others felt guidelines are restrictive in promoting development.

Several areas where respondents feel new development should be encouraged include: 76 Avenue south; 70 Avenue, southwest corner, west side between 79 and 80 Avenue, 74 to 75 avenues. Respondents mention several developments that they feel are good development examples, including: 70 Avenue; 71 Avenue, northwest; 72 Avenue; 76 Avenue, northeast; southwest 76 Avenue; southwest 77 Avenue; north of 78 Avenue; 88 Avenue, and St. Basils' Cultural Centre. They also mention several they feel are poor

examples: 76 Avenue, northeast; 77 Avenue east side; between 79 and 80 avenues, east side; south of 82 Avenue, west side; 82 Avenue, southwest corner; and 81 Avenue, southwest corner.

Other suggestions include improvements to various sidewalks, Intersections, the addition of greenery and landscaping, parking areas, parks, parkettes and cleaning up or removing old and run down buildings.

Details of the comments received and locations specified can be found in Appendix E – Participant Feedback.

Vision Wall

Attendees of the Information Gathering Session were also asked to think about the question “*My future 109 Street includes....*” and post their response on an idea wall posted at the public open house. Many of the thoughts and ideas posted reflect those found in the comment forms and include a desire for a safer, more inviting place to walk with wider sidewalks, benches and crosswalks, in an environment that has calmer traffic and loads of greenery (trees).

They also envision a safer cycling experience with dedicated/separated bike lanes. It is important to note that respondents also envision 109 Street as a traffic corridor that would need to continue to act as an effective, flowing vehicle corridor connecting the north to the south.

“Continue to make it a safe arterial road but make 109 Street beautiful – a place you can experience joy.”

“A visually appealing area with green space, wide sidewalks, trees, plants that encourages people to visit. It should be comfortable and must be safe to get through and go to.”

“Safe bike lanes to encourage more cyclists and extend the bike season.”

Verbatim comments received on the idea wall are included in Appendix E – Participant Feedback.

APPENDIX A – PROJECT STAKEHOLDERS

Project Stakeholders

Central Area Council of Community Leagues

Allendale Community League

Garneau Community League

McKernan Community League

Parkallen Community League

Pleasantview Community League

Queen Alexandra Community League

Old Strathcona Business Association

Area Business Owners

Schools

- Allendale School
- Garneau School
- Parkallen School
- Edmonton Public Schools
- Edmonton Catholic School District

General Public

- Area Residents
- All Edmontonians
- Edmonton Commuters

Other Area Organizations

- Edmonton Bicycle Commuters Society
- Paths for People
- University of Alberta Students' Union
- Edmonton Radial Railway Society

APPENDIX B – COMMUNICATIONS/ADVERTISING



ENVISION 109

LET'S ENVISION A FUTURE FOR 109 STREET...

... that is safe, comfortable and inviting!

... where people drive, walk, cycle, take transit and mingle!

... that is both a gateway and a destination!

Attend our kick-off Open House to learn more and let us know how you envision 109 Street in the future.

PUBLIC OPEN HOUSE WEDNESDAY, JANUARY 27, 2016

Drop-in 4:30 – 8 p.m. | Presentations at 5 and 6:30 p.m. | St. Basil's Cultural Centre, 10819 71 Ave

If you are unable to attend the Open House, please visit our online open house at edmonton.ca/envision109 to provide your comments between January 27 and February 10, 2016.

The City is developing a Streetscape Concept Design to revitalize and improve the busy public space of 109 Street between 61 Avenue and the High Level Bridge.

In the short-term, the Concept Design will propose streetscape enhancements to the sidewalks and other public spaces without major infrastructure changes. The Concept Design may also consider a major road redesign for the longer-term.

Like all roads, 109 Street has multiple users. 109 Street between 61 Avenue and the High Level Bridge acts as both a main street with distinct character areas and a prominent commuter route linking downtown and south central Edmonton.

There is potential to enhance the appearance and usability of this important corridor for people who engage in various activities and ways of getting around including driving, walking, biking and busing.



Let's talk about how to create a safe, visually appealing streetscape.

Let's rethink sidewalks, landscaping and parking.

Let's revitalize for all users to enjoy.

We want to hear your vision for a future 109 Street.

FOR MORE INFORMATION:

Website: edmonton.ca/envision109

Email: envision109@edmonton.ca

Twitter: @cityofedmonton #envision109

Instagram: @#envision109



Services for deaf or hard of hearing persons provided upon request. Call 311 at TTY/NexTalk 780-944-5555 and press 0, or email 311@edmonton.ca.



Learn more about and get involved in City issues affecting you and your neighbourhood. Go to www.edmonton.ca/PublicInvolvementCalendar for a list of public involvement opportunities.





ENVISION 109

LET'S ENVISION A FUTURE FOR 109 STREET...

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Drop-in 4:30 – 8 p.m. | Presentations at 5 and 6:30 p.m.
St. Basil's Cultural Centre, 10819 71 Ave

Attend the Open House to learn more about the project and share your thoughts or provide comments online at edmonton.ca/envision109 beginning January 27, 2015.

FOR MORE INFORMATION

visit edmonton.ca/envision109



Edmonton

ENVISION 109

Envision a Future 109 Street
PUBLIC OPEN HOUSE
St. Basil's Cultural Centre

Wednesday January 27, 4:30-8pm

Presentations 5 and 6:30

edmonton.ca/envision109

Edmonton

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Mini B Concept

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APPENDIX C – PUBLIC OPEN HOUSE MATERIALS

ENVISION 109

Let's talk about how to create a safe, visually appealing streetscape.

Let's rethink sidewalks, landscaping and parking.

Let's revitalize for all users to enjoy.

We want to hear your vision for a future 109 Street.

109 Street: Project Area

109 Street, between the High Level Bridge and 61 Avenue, is a prominent six-lane arterial route linking downtown and south central Edmonton.

It bisects the Garneau community and borders five other communities: Allendale, McKernan, Parkallen, Pleasantview and Queen Alexandra. It is primarily a north-south connector for vehicles, pedestrians and cyclists, and also acts as an east-west connector between neighbourhoods, schools and commercial establishments.

109 Street has two distinct character areas—north of Whyte Avenue predominantly commercial and a developing urbanized area, and south of Whyte Avenue, mainly residential interspersed with pockets of commercial activity.

Envision 109!

Working together with the public and stakeholders, Envision 109 aims to develop future **streetscape concept designs** that:

- Make the street aesthetically appealing
- Address the needs of drivers, cyclists, pedestrians and transit riders who use the 109 Street area
- Consider opportunities to enhance accessibility, safety, furnishings, signage, surface treatments, public art, lighting, public spaces and more.

Two streetscape concept design options will be developed:

- **Short-term off-street improvements** - improvements to the public realm that do not involve reconstruction of the roadway.
- **Long-term road/streetscape improvements** - reconstruction of roadway that envisions a more pedestrian oriented street.

Envision 109 streetscape concept designs will build upon the principles of the **109 Street Corridor Area Redevelopment Plan** (2013).



ENVISION 109



What is a Streetscape?

The streetscape, the area between the property lines:

- Defines how the street looks, feels and functions
- Accommodates a diverse range of transportation modes (vehicles, pedestrians, bicycles and transit)
- Provides places for activity and social gathering
- Defines the character of a community
- Stimulates economic activity

Project Considerations

In addition to the 109 Street Corridor Area Redevelopment Plan, project planning must also consider other constraints, policies and guidelines, including but not limited to:

- Balancing the needs of local community and transit commuters
- Other transportation and planning projects in the area
- Current 109 Street conditions
- Funding and implementation timing
- Guidelines including Complete Streets, Main Street and Winter Cities
- 109 Street is identified as a 'Transit Corridor' and 24/hr truck route

Timeline

Concept Plan Development: 2015-2016

Preliminary/Detailed Design and Construction to be determined based on funding: 2019+



We want your ideas to help shape a future 109 Street that meets the needs of the community.

Get involved in our three-phase public involvement process. January 27, 2016 marks our kick-off open house. In Spring 2016, at a second open house we will look for your feedback on concept design options and another open house later in 2016 will present final concept designs for your feedback.

Spread the word – input can also be provided online.

Complete our Comment Form available at the January 27, 2016 Open House or online until February 10, 2015 at edmonton.ca/Envision109.

For More Information

Evgeny Voutchkov, Urban Designer and Project Manager

E-mail: envision109@edmonton.ca

Phone: 780.944.0128

Website: edmonton.ca/envision109

Twitter: [#envision109](https://twitter.com/cityofedmonton)

Instagram: [@#envision109](https://www.instagram.com/#envision109)

January 27, 2016

Let's talk about how to create a safe, visually appealing streetscape.

Let's rethink sidewalks, landscaping and parking.

Let's revitalize for all users to enjoy.

We want to hear your vision for a future 109 Street.



109 Street Streetscape Concept Design

Public Open House #1

January 27, 2016

Let's Talk!

Let's Rethink!

Let's Revitalize!



Edmonton

Agenda

- Introductions
- 109 Street Corridor ARP (2013)
- Project Overview
- What is a Streetscape?
- Considerations
- Involving YOU! - Public Involvement Process

Project Partners

City of Edmonton

- Sustainable Development
- Transportation Services

Consultants

- EDA Collaborative – Landscape Architecture/Urban Design
- BA Group – Transportation Planning/Engineering
- Twenty/20 Communications – Public Engagement

109 Street Corridor Area Redevelopment Plan

109 Street Corridor Area Redevelopment Plan (2013)

Plan Purpose and Objective

“To improve the quality and appearance of development and the streetscape on 109 Street to achieve a better environment for pedestrians and a better balance between all users of this important transportation corridor.”

109 Street Corridor Area Redevelopment Plan (2013)

Developed:

- Vision for corridor
- Development concepts for uses and locations
- Guiding principles
 - Safe, visually appealing streetscape and roadway for all users.
 - Create a vibrant residential and commercial mixed-use street.
 - Encourage high quality medium-scale development to increase the vitality of the corridor.

Project Overview

Why is this Project Needed?

As part of its implementation plan, the 109 Street Corridor ARP (2013) asks that a 'Comprehensive Streetscape Improvement Plan for 109 Street' be developed to guide future roadway, public realm, and associated improvements.

Project Objective

To help revitalize the communities along 109 Street through public realm improvements.

Create streetscape concept designs that address and balance the needs of drivers, cyclists, pedestrians and transit riders by enhancing accessibility, safety, furnishings, signage, surface treatments, public art, lighting, public spaces and more.

Public realm only (property line to property line)

Project Outcomes

Two streetscape concept design options will be developed:

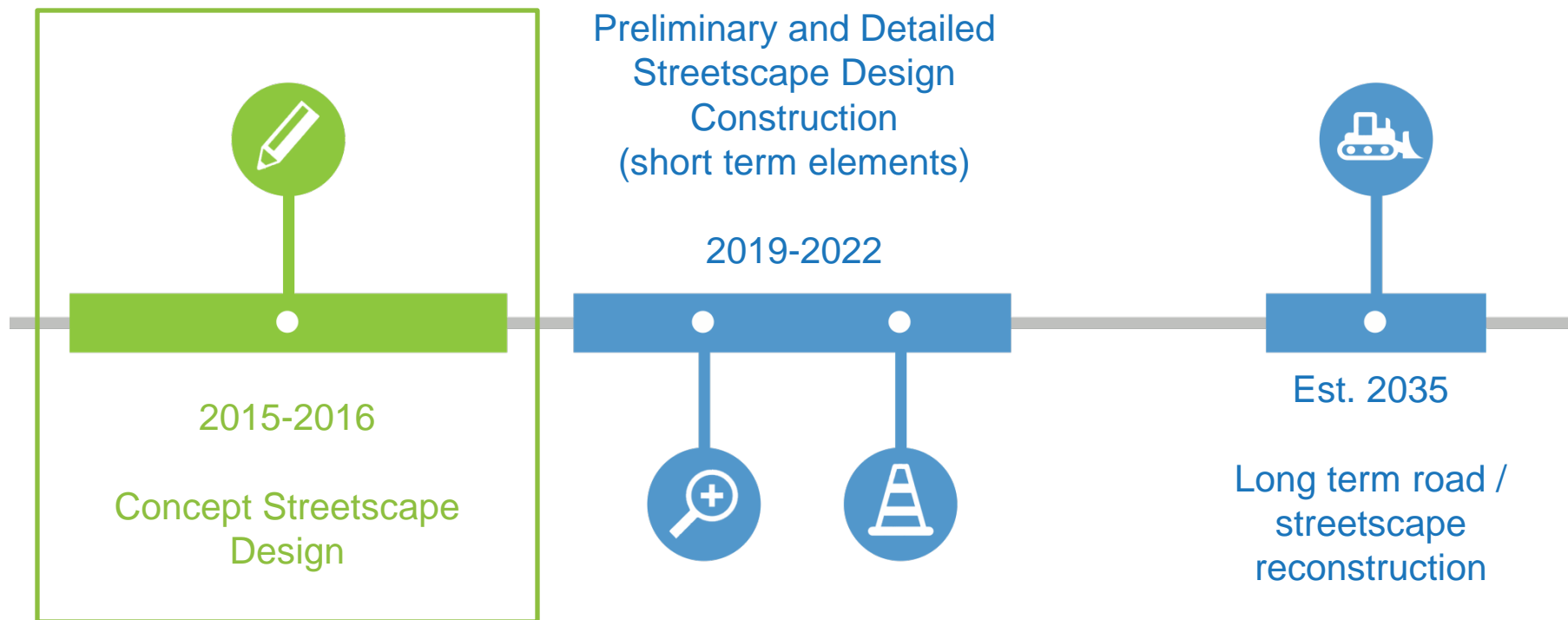
- **Short term improvements** - improvements to the public realm that do not involve reconstruction of the roadway.
- **Long term road/streetscape improvements** - reconstruction of roadway that envisions a more pedestrian oriented street.

Project Area

- 109 Street between High Level Bridge and 61 Avenue
- Arterial road (6-7 lanes)
- Prominent link between downtown and south Edmonton
- Six neighbouring communities
- East-west connector between neighbourhoods, schools and businesses
- Two distinct character areas
 - North of Whyte Ave (Commercial and more urbanized)
 - South of Whyte Ave (Residential with commercial nodes)



Project Timeline

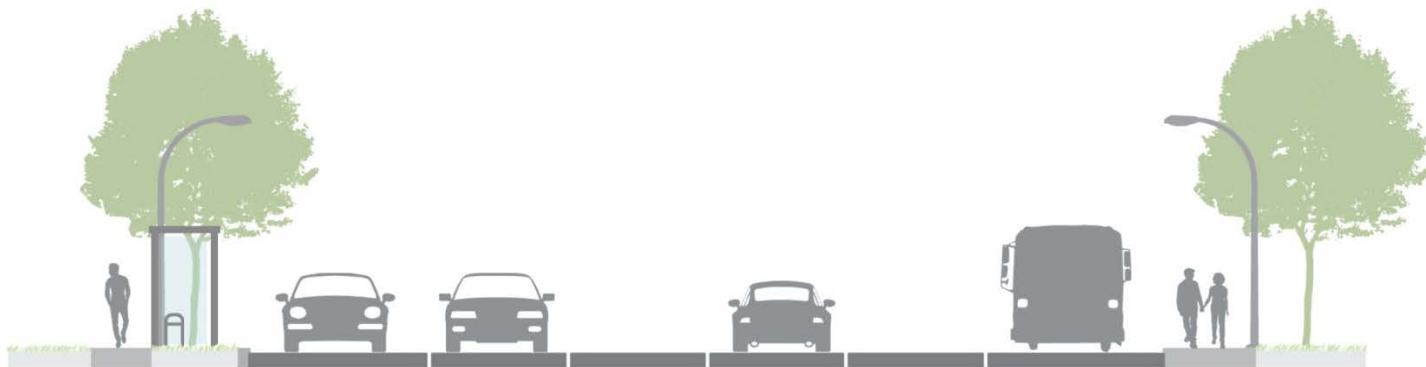


Streetscape?

Streetscape?

- Area between property lines
- How the street looks, feels and functions
- Defines the character of a community
- Provides places for activity and social gathering
- Accommodates a diverse range of transportation modes (vehicles, pedestrians, bicycles and transit)
- Stimulates economic activity and pride

Each streetscape is unique, but key ingredients include **sidewalks**, street **trees**, **bike lanes**, **parking lanes**, **crosswalks**, **pedestrian lighting** and signals, **street furniture** and traffic calming measures such as **curb extensions** and **medians**.



Streetscape character sought?

Things to consider:

- Sidewalks
- Bike paths
- Shared use paths
- Crossings/bulb outs
- Trees and plantings
- Lighting
- Furnishings (benches, bins, etc.)
- Transportation mode priorities
- Parking
- Traffic calming



Common Streetscape Elements



Common Streetscape Elements



Common Streetscape Elements



Common Streetscape Elements



Common Streetscape Elements

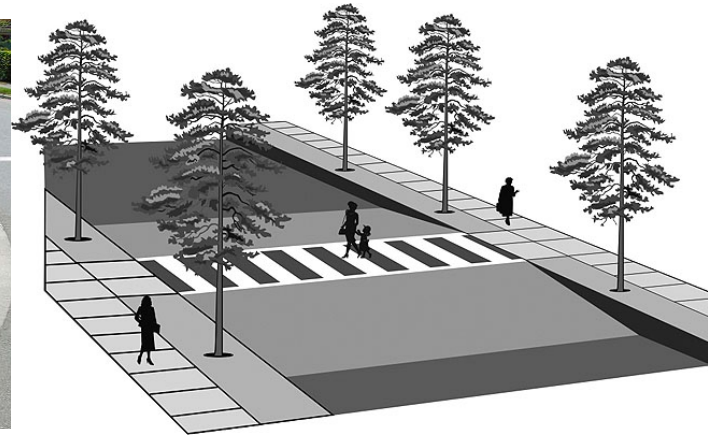
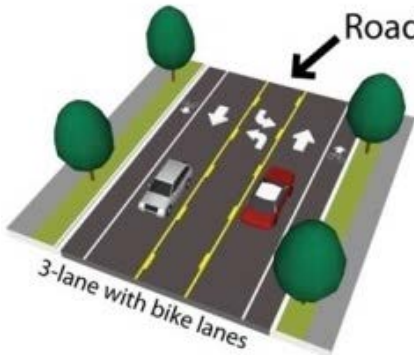


Common Streetscape Elements

Road Diet Example



Road Diet



Successful Streetscapes

- Are attractive
- Become centres of activity or well used routes
- Are pedestrian, bike and transit friendly
- Are safe and walkable
- Make space inviting and engage people

We are looking for your input on the details and design.

Considerations/Constraints

Considerations/Constraints

- 109 Street is identified as a ‘Transit Avenue’ and 24hr truck route
- Engage 106/76 – collector renewal planning for 106 Street and 76 Ave
- 83 Avenue bike lanes – road redesign
- Neighbourhood renewal
- Pleasantview traffic calming
- Snow removal policies
- Current conditions
- Future LRT extensions
- Funding and implementation timing
- City guidelines (e.g., Complete Streets, Main Street, Winter Cities)

Involving YOU!

Public Involvement

Open House #1

Kick Off
Open House

Open House #2

Design Options
Open House

Open House #3

Recommended Concept
Design Open House

- Public Events
- Online surveys
- Community Integrated Committee
- Stakeholder Interviews
- Online Surveys
- Social Media (ongoing)

- Open House #2 - Spring
- Open House #3 - Summer/Fall
- Council - Winter

How Your Input is Used



Share Your Vision for 109 Street!

- Complete a **Comment Form**
(tonight or online at edmonton.ca/envision109)
- Leave comments on 'sticky notes' on the **roll map**
- Share your vision on our **Idea Wall**
- Participate in our **workshop session** following the presentations
- Post photos of your favourite street

Website: edmonton.ca/envision109

Twitter: @cityofedmonton #envision109

Instagram: @#envision109

Questions?



Let's talk about how to create a safe, visually appealing streetscape.

Let's rethink sidewalks, landscaping and parking.

Let's revitalize for all users to enjoy.

We want to hear your vision for a future 109 Street.



APPENDIX D – COMMENT FORM



Comment Form

Public Open House
January 27, 2016

The City of Edmonton has initiated a Streetscape Concept Design study to determine a short and longer-term plan for 109 Street between the High Level Bridge and 61 Avenue. The objective is to revitalize how 109 Street looks, functions and feels for drivers, cyclists, pedestrians and transit users.

Do you have suggestions for improving the safety, comfort, convenience look and feel of 109 Street for all users?

This comment form is your opportunity to share your knowledge and use of the corridor and offer your vision of a future 109 Street. Your input will help inform the project team in its development of short and longer term designs and ensure they reflect the community vision.

Streetscape Definition: A streetscape aims to improve the look, function and feel of a street. It addresses the needs of drivers, cyclists, pedestrians and transit riders and considers accessibility, safety, furnishings, signage, surface treatments, public art, lighting and more.

ABOUT YOU

1. I am (*check all that apply*)

- A commuter who uses 109 Street
- An employee who works on 109 Street
- An area business owner/operator
- A patron of a religious facility on 109 Street
- An owner of a property located on 109 Street
- Area resident (Specify community: _____)
- Other (Please specify: _____)

ABOUT THE PROJECT

2. When thinking about the streetscape area, what do you like about 109 Street?





3. When thinking about the streetscape area, what do you NOT like about 109 Street?

4. I currently use 109 Street to: *(For example: work, shop, eating out, exercise, leisure activity, school, socializing, other?)*

5. Do you have any concerns along 109 Street between High Level Bridge and 61 Avenue?

Mode	Concern <i>(safety, connectivity, comfort level, or other)</i>	Specific location <i>(if applicable)</i>
Walk		
Cycle		
Drive		
Transit		
Other		



6. How would you like to use 109 Street in the future: *(Please specify mode and possible destination or purpose)*

Mode	I would like to <i>(walk, cycle, drive, take transit, other)</i> more on 109 Street (check below)	How would you like to use 109 Street in the future? <i>(For example: work, shop, eating out, exercise, leisure activity, school, socializing, other?)</i> NOTE: Your destination or purpose may not currently exist on 109 Street so consider your usage on a FUTURE 109 Street as well.
Walk	<input type="checkbox"/>	
Cycle	<input type="checkbox"/>	
Drive	<input type="checkbox"/>	
Take Transit	<input type="checkbox"/>	
Other	<input type="checkbox"/>	



7. When thinking about the possibilities for a revitalized 109 Street, what key changes or opportunities do you envision that would:

A. make it more accessible and convenient for all users?

B. improve safety for all users?

C. make it more welcoming and increase its appeal as a destination street?

D. highlight the street's history and character, and enhance its visual appeal?

E. make the street more community-friendly, a place for social interaction, community events and a hub for commercial activity, etc.

F. make it a "greener street"





G. other comments?

8. What do you think are the top 2 priorities that should be considered in developing a Streetscape Concept Plan for 109 Street?

Priority 1:

Priority 2:



9. Please rate your level of agreement with the following statements regarding your experience at the Public Open House :

	Strongly Agree			Strongly Disagree	
The information presented was useful and informative.	5	4	3	2	1
The visual displays located in the room were easy to understand.	5	4	3	2	1
Staff was helpful, friendly and available to talk to me.	5	4	3	2	1
I was able to find the information I was looking for, regarding this project.	5	4	3	2	1
I had the opportunity to provide my input/voice my concerns.	5	4	3	2	1

10. I heard about the Public Open House from: *(check all that apply)*

- Postcard delivered to my mailbox
- A newspaper advertisement
- The Project Team visiting my place of business
- The City of Edmonton’s website
- Email Message
- Social media
- Roadside signs
- Information from my community league
- Other, please specify _____

Thank you for your comments!

Your completed form can be dropped off at the welcome desk tonight, emailed to envision109@edmonton.ca, faxed to 780-401-7053, or mailed to 6th Floor, 10250-101 Street NW; Edmonton, AB; T5J 3P4 (Attn: Evgeny Voutchkov)

*You can also complete the survey online at www.edmonton.ca/Envision109
 Comment forms must be received by February 10, 2016*

This information is being collected under the Authority of Section 33(c) of the Freedom of Information and Protection of Privacy (FOIP) Act and will be used for the administration of Sustainable Development Programs including providing responses to residents' inquiries or comments, if required. It is protected by the privacy provisions of FOIP. If you have any questions about the collection, use and disclosure of these data, contact Urban Planning and Environment Sustainable Development; Senior Urban Designer David Holdsworth at 780-496-6112.

